

48 EXTRA PAGES! LANCIA DELTA INTEGRALE SPECIAL EDITION

# AUTO **Italia**

FERRARI F40 ANNIVERSARY

Issue 262 December 2017 £5.00 US\$10.50

## INTEGRALE MAGIC

### RALLY ICON AT 30 YEARS



**ALFA 75 v GIULIETTA**  
V6 upgrade twin test  
**ZAGATO DESIGN**  
Secrets unveiled  
**ALFA ROMEO STELVIO**  
UK 4X4 right-hand drive test



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\*No.1 out of 63 service dealers in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Jan - Mar 08



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**T**hirty years ago, on Lancia's stand at the 1987 Frankfurt Motor Show, a brand new badge was unveiled: integrale. Few could have guessed then what significance that badge would eventually carry. In Italian, 'integrale' literally means 'whole' or 'complete' – and a more rounded set of qualities you could not wish for in a five-door hatchback than the Lancia Delta integrale.

Yes, it's all about the integrale this month, as we celebrate its 30th birthday with a bumper 48-page supplement on the magic of our favourite four-wheel drive Italian icon. The integrale is not only the most loved Lancia of all time, it's also the world's most successful ever rally car and, today, an unimpeachable classic.

Even now, 30 years on, it remains one of the most effective – and most fun – ways you can travel from one place to another, especially if your route is twisty. Indeed, I'd say the Lancia is superior in this respect to both its immediate 4x4 forebear, the Audi quattro, and its successor, the Subaru Impreza WRX STi.

It all makes me feel a twinge of sadness that, in 2017, Lancia is reduced to offering a sole model – the Ypsilon, basically a rebodied Fiat 500 – exclusively for the Italian market. Surely there's a niche for a new four-wheel drive Lancia? Sadly, though, I fear the ever-decreasing circles for Lancia at FCA are about to reach vanishing point.

Luckily we're able to celebrate many other Italian icons. For instance, we've got a feature reflecting 30 years of the Ferrari F40 – perhaps the greatest driver's car Ferrari has ever built. Then we have a couple of 'generational' stories. Firstly there's that mountain goat of a car, the Fiat Panda 4x4 in Mk1, Mk2 and Mk3 guises. To top it off, we also have three generations of entry-level rear-wheel drive Lamborghinis (Urraco, Gallardo and Huracán), arguably the purest of all modern Lambos. Here's to irresistible Italian icons!

**Chris Rees**  
Editor

chrisrees@auto-italia.net





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# ISSUE 262

DECEMBER 2017



16



24



30



36



42



70



99

## FEATURES

- 16 LAMBORGHINI RWD GROUP TEST**  
Huracán Spyder vs Gallardo Balboni vs Urraco
- 24 ALFA ROMEO STELVIO UK TEST**  
It's here in right-hand drive – and it's great...
- 30 INTERVIEW: ANDREA ZAGATO**  
Zagato's future with Iso and Alfa Romeo
- 36 FIAT PANDA 4X4 GROUP TEST**  
Three generations of Fiat's micro mudplugger
- 42 ALFA ROMEO 75 V6 vs GIULIETTA V6**  
21st century takes on two modern classics
- 52 DE SANCTIS SPORT SP1000**  
Italy's Lotus 23 rival
- 58 GOODWOOD REVIVAL**  
Rain affected play but it was all-action
- 62 CASCAIS CLASSIC MOTORSHOW**  
We head to Portugal where they like Italians!
- 64 ALFA ROMEO MUSEO STORICO**  
A tour around the much improved Alfa museum
- 70 FERRARI F40**  
30 years of the legendary F40
- 99 LANCIA DELTA INTEGRALE**  
48 pages of integrale on its 30th birthday

## GIFT SUBSCRIPTIONS

**SAVE UP TO £10.40**  
**SEE PAGE 50 FOR DETAILS**

## REGULARS

- 06 NEWS**  
Alfa Romeo TZ to be reborn in 2019
- 78 CLASSIFIEDS**  
Find your perfect Italian car here
- 88 BACK ISSUES**  
Discover every car we've ever featured
- 96 OBSCURATI**  
Zanella Erina: Fiat 500-based throwback



# NEWS & VIEWS

## EXCLUSIVE!

### NEW ZAGATO ALFA GIULIA TZ COUPE FOR 2019



**Z**agato has exclusively revealed to *Auto Italia* that it is planning to make a two-door coupe-bodied Alfa Romeo Giulia.

To be called the TZ, it will be launched in time to celebrate Zagato's centenary in April 2019. It will recall the spirit of Zagato's Giulia-based TZ and TZ2 models of 1963 to 1967, and follows Zagato's Dodge Viper-based TZ3 Stradale model of 2011.

The basis of Zagato's new Alfa Romeo TZ will be the current 510hp Giulia Quadrifoglio. Because of the lighter weight of the two-door body and a shape that's likely to be aerodynamically more efficient, performance should be notably better than the saloon's.

Zagato's policy is to keep the hard points of the 'donor' car intact for homologation purposes, so the windscreen, A-pillars and floorpan are untouched. Zagato has the freedom to design its own bodywork around these points, so the Giulia TZ could end up looking radically different to the Giulia saloon.

Zagato has also said that it plans to make a convertible version of its sold-out Maserati Mostro coupe, of which five examples were made in 2015. The open-topped version will be called the Barchetta and should evoke memories of the Maserati 450S of the late 1950s.

**ANDREA ZAGATO INTERVIEW –  
SEE PAGE 30**





## STELVIO SMASHES NÜRBURGRING RECORD

Alfa Romeo has broken the Nürburgring lap time record for a production SUV. Its Stelvio Quadrifoglio posted a time of 7min 51.7sec over the 12.9-mile Nordschleife circuit – a full eight seconds faster than the previous record.

Driver Fabio Francia set the record time – the very same driver who previously set the Nürburgring lap record for four-door saloons in the Alfa Romeo Giulia Quadrifoglio (7min 32sec).

The range-topping SUV is powered by a 2.9-litre twin-turbo V6 engine with 510hp and 600Nm of torque, coupled with a Q4 all-wheel drive system. The Stelvio range has just gone on sale in UK dealerships, with the range-topping Quadrifoglio following in 2018.

**ALFA ROMEO STELVIO UK ROAD TEST: SEE PAGE 24**



## FIAT FULLBACK CROSS LAUNCHED

Fiat has launched a new variant of its Fullback pick-up in the UK: the Cross. The Fullback Cross is offered in double-cab form and features a new grille, satin silver front plate, black mirrors/door handles/wheelarches, 17-inch wheels and larger side steps.

The Fullback Cross is available now at Fiat and Fiat Professional dealerships priced from £26,495 (excluding VAT) for the entry-level 2.4 180hp manual, rising to £27,895 for the automatic.



## REMUS GIULIA VELOCE EXHAUST

Remus has launched a new range of cat-back exhausts for the Alfa Romeo Giulia Veloce. The stainless steel Racing cat-back system replaces the original front silencer and includes a 70mm sports exhaust. A stainless steel L/R sport exhaust option is also available, as is a full 70mm stainless-steel cat-back system (without tail pipes). These are compatible with the original exhaust outlets or an optional Remus tip set.

Also on offer is a twin 102mm carbonfibre tail pipe set with stainless steel internals. These integrate seamlessly with the rear bumper, so no cutting is required. Prices start at £193.20 for an unsilenced cat-back front section.

Remus also offers 'Powerizer', which provides up to 25% more power and 20% more torque at the press of a button by toggling engine management parameters to ensure peak gas flow. Meanwhile 'Responder' improves throttle response by adjusting the accelerator pedal output signal, resulting in reduced response and lag on cars with automatic transmissions. For further information, go to [www.remusUK.com](http://www.remusUK.com)



## FERRARI: UNDER THE SKIN

A major new exhibition will take place at the Design Museum in London to mark the 70th anniversary of Ferrari.

Ferrari: Under the Skin will feature £140 million worth of Ferraris, including cars driven by Peter Collins and Stirling Moss. Rare exhibits from private collections will include an exact replica of the 125 S (the first Ferrari ever made) and Michael Schumacher's 2000 F1 car.

On display will be early design models, drawings, personal letters and memorabilia. Dedicated displays will explore the life of Enzo Ferrari, his cars and technical innovations. Hand-written documents from Enzo Ferrari himself appear alongside original sketches, wind tunnel models and early wooden master models. Racing helmets, trophies and racing suits are also on display.

Ferrari's celebrity clientele is documented, too, with archive photography of Miles Davis, Clint Eastwood, Sammy Davis Jr, Brigitte Bardot and Peter Sellers. On show will be a 1957 250 GT Cabriolet owned by Peter Collins, an F40 owned by Pink Floyd drummer Nick Mason and a 166 MM once driven by Gianni Agnelli, head of Fiat.

Ferrari: Under the Skin will be open at the Design Museum from 15 November 2017 until 15 April 2018.

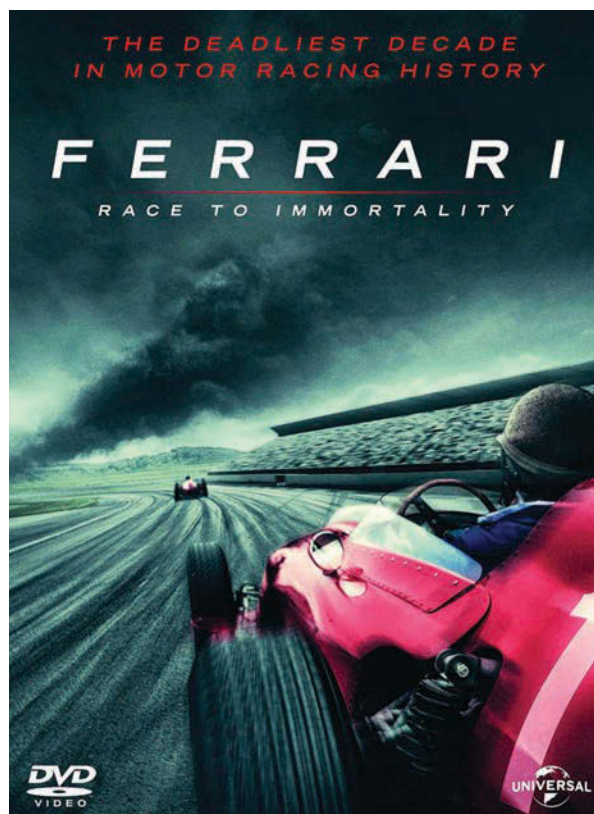




## FERRARI: RACE TO IMMORTALITY

A new movie tells the story of Scuderia Ferrari's tumultuous early years in the 1950s. Ferrari: Race to Immortality documents the dawn of Ferrari in Formula 1. Amidst the stiff competition within Enzo Ferrari's team were Peter Collins and Mike Hawthorn. This documentary charts their friendship and rivalry and also features archive footage of Eugenio Castellotti, Luigi Musso and Alfonso de Portago – all legends of the Scuderia Ferrari team.

Directed by Daryl Goodrich, the film is released in UK cinemas on 3 November and is available on Blu-ray, DVD and digital platforms on 6 November. More information can be found at: [www.ferrariracetimmortality.com](http://www.ferrariracetimmortality.com)



## GOODWOOD AND FERRARI RACING DATES ANNOUNCED

The dates for the 2018 Goodwood Festival of Speed and Revival have been provisionally announced.

The Festival of Speed will take place on 12-15 July 2018, while the Goodwood Revival will be on 7-9 September 2018. These dates are subject to change following the ratification of the Formula 1 calendar. Next year's Festival of Speed will celebrate the 25th anniversary of the event. Find out when tickets go on sale by signing up at [www.goodwood.com](http://www.goodwood.com)

'Ferrari Racing Days' dates have also been announced for 2018. The Ferrari-only event will take place on 27-29 April 2018, once again at Silverstone circuit.



## BALBONI CELEBRATION ANNOUNCED

Fifty years ago, on 21 April 1968, Valentino Balboni started his dream job at Lamborghini. From humble beginnings, he became the marque's test driver and is one of very few men to have driven every single Lamborghini model ever made.

On his birthday in 2018, a celebration of his life will take place in Italy at Sant'Agata. Three days will be spent in the company of Valentino, with tours, a track driving event and visits to the Lamborghini and Pagani factories. Attending the event with a Lamborghini is "highly encouraged but not required," say the organisers, while those attending in a Gallardo Balboni Edition will "receive special recognition and time with Valentino himself."

For more information, visit [www.mymotorland.net/valentino-balboni](http://www.mymotorland.net/valentino-balboni)

**GALLARDO BALBONI TEST: SEE PAGE 16**



## HURACÁN SUPER TROFEO EVO DEBUTS

The new EVO version of the Lamborghini Huracán Super Trofeo one-make series has been unveiled.

Lamborghini Squadra Corse's new EVO racer features redesigned aerodynamics for less air resistance and improved stability. The aero kit was developed in partnership with Dallara and Lamborghini Centro Stile.

The EVO makes its track debut in spring 2018 in three series (Europe, Asia and North America). The price is 235,000 Euros (excluding tax) but existing teams with the Huracán Super Trofeo can purchase the aerodynamic kit as an upgrade.







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## HURACÁN GT3 WINS GT SERIES

In the last round of the Blancpain GT Series season at Barcelona, the Lamborghini Huracán GT3 of the Austrian team Grasser Racing was crowned 2017 champion.

The GT3 fought for top positions in all 10 rounds of the GT Series. Highlights included victory at Monza and Silverstone in the Endurance Cup, and a double win at Brands Hatch in the Sprint Cup. The team won the Overall and Endurance Cup Team titles, while Bortolotti/Engelhart won the Overall and Endurance Cup Driver's title, the latter together with Andrea Caldarelli.



## GALLARDO ART CAR

A Lamborghini Gallardo LP 560-4 has been transformed into an 'art car' by German artist Carsten Kruse. Its unique 'splatter' colour scheme is described as "brightly coloured warpainting." The Kruse Art Car uses foil technology by Rebl Inscriptions so that the lacquer remains undamaged.



## NEC CLASSIC DISPLAYS

Italian clubs will be to the fore at this year's NEC Classic Motor Show – claimed to be the biggest classic car show in the UK – which is held on 10-12 November 2017 in Birmingham.

The Alfa Romeo Owners Club (AROC) has supported the NEC show since its inception in the 1990s. This year's AROC display will feature nine varied Alfa Romeos dating from the 1960s to the current day, with a special theme of 'modified'.

Display cars will include racing cars, sprint/track day cars and performance modified road cars, all owned by club members. Sponsor Chris Variava Alfa Romeo Nottingham will also have a brand new Stelvio on show. There will be a special rate for people wanting to join club on the day. The club's display is in Hall 1, near the Ferrari and Maserati clubs and *Auto Italia* magazine.

Meanwhile the Lancia Motor Club's theme at the NEC show is 'competition', showcasing in particular the 2017 race-winning Lancia Delta integrale of Richard Thurbin (pic right).

Richard's Martini-liveried 500hp race car has had two outright wins and one class win in the four races in which it has competed this year. The integrale will be joined by the ex-Barry Waterhouse Fulvia 1.6HF 'fanalone', two Lambdas and a Gamma. The LMC club stand is 430 in Hall 5.





# AUCTION DATES

Your round-up of  
upcoming classic car  
auctions

## LAFERRARI APERTA SELLS FOR 8.3M EURO

Ferrari has set a record for a new car sold at auction when a LaFerrari Aperta went for 8.3 million euro at the RM Sotheby's auction during 70th Anniversary celebrations at the Fiorano circuit.

The LaFerrari is a special extra addition to the initial 209 Aperta cars built. Its unique metallic Rosso Fuoco livery features two metallic Bianco Italia racing stripes. All proceeds are donated to Save the Children.

Many other Ferraris also sold at Fiorano, including a California 250 GT SWB for 7.9m euro and a 1958 250 GT Cabriolet for 4.7m euro.



## LE MANS FERRARI 275 P

Artcurial Motorcars is to auction the 1964 Le Mans winning Ferrari 275 P. Chassis number 0816 will appear for the first time in public since it was acquired for the Bardinon Collection in France.

0816 was the last Ferrari works team car to win the Le Mans 24 Hours outright, driven by Jean Guichet and Nino Vaccarella. The 275 P comes up for sale on 9 February 2018 at Retromobile in Paris. For more info, go to [www.artcurial.com](http://www.artcurial.com)

## LAMBORGHINI DIABLO VT

An 8500-mile right-hand drive one-owner 1994 Lamborghini Diablo VT comes up for sale at Historics on 25 November. It was ordered new in London but was collected direct from the factory and registered in Italy. Finished in Rosso Diablo with cream leather interior, it has now been re-registered in the UK. It has active suspension and Kevlar seats, and has had a gearbox rebuild and is estimated to sell at £130,000-£160,000. More at [www.historics.co.uk](http://www.historics.co.uk)



### November 4

ACA Anglia Car Auctions  
King's Lynn, Norfolk  
[www.angliacarauctions.co.uk](http://www.angliacarauctions.co.uk)

### November 11-12

Silverstone Auctions  
NEC Classic Motor Show, Birmingham  
[www.silverstoneauctions.com](http://www.silverstoneauctions.com)

### November 15

H&H Auctions  
Imperial War Museum, Duxford, Cambs  
[www.handh.co.uk](http://www.handh.co.uk)

### November 25

Historics  
Mercedes-Benz World, Surrey  
[www.historics.co.uk](http://www.historics.co.uk)

### November 30

DVCA Early Winter Auction  
Stalbridge, Dorset  
[www.dvca.co.uk](http://www.dvca.co.uk)

### December 2

CCA Classic Car Auctions  
Ashorne, Warwickshire  
[www.classiccarauctions.co.uk](http://www.classiccarauctions.co.uk)

### December 2

Bonhams Bond Street Sale  
New Bond Street, London  
[www.bonhams.com](http://www.bonhams.com)

### December 5

Coys  
Royal Horticultural Halls, London  
[www.coys.co.uk](http://www.coys.co.uk)

### December 9

H&H Auctions  
National Motorcycle Museum, Solihull  
[www.handh.co.uk](http://www.handh.co.uk)

### December 9

Mathewsons  
Pickering, North Yorks  
[mathewsons.co.uk](http://mathewsons.co.uk)

### December 13

Barons Annual Christmas Classic  
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Sandown Park, Surrey  
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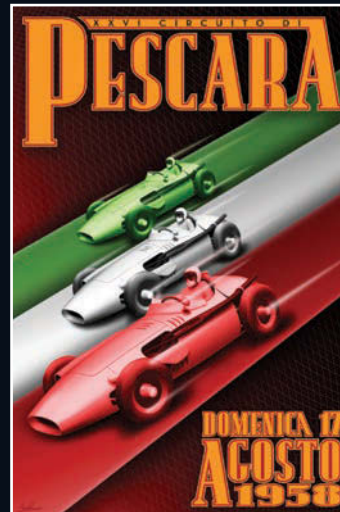
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Alfa Corse 1939

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Pescara 58

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Monaco 58

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Vincent Chase

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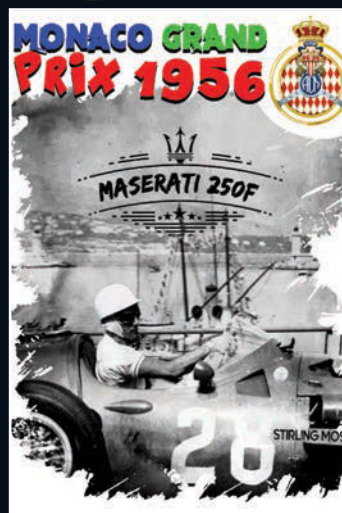
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San Remo 48

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Maserati 250F 1956

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Canvas £65 60" x 40" Canvas £95



Monaco 35

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Portugal 1952

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**Ferrari Mille Miglia**  
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**Maserati Mille Miglia**  
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## BETA BY HALF

I thoroughly enjoyed the October edition of Auto Italia, and in particular the article about the Lancia Beta Coupé VX. You mention that Patrick Hurst has two VXs, of which his red one is one of only two existing right-hand drive Stratton versions. For the sake of completeness, I felt compelled to send you a couple of photos of the other one (black), which I bought new in late 1984.

It still runs like a dream, holds its own on today's motorways and handles beautifully on twisting roads and track. Resprayed in

2011, I could never sell the car: besides, what value 'one careful driver'?

Howard Papworth



## PEDANTRY CORNER

Conscious of the high standards at Auto Italia (and what a learned lot your readers are...) I saw a couple of minor misstatements creep



into your Vernasca Silver Flag report. Not wanting to encourage a Pedants' Corner at your lively magazine, on page 59 Jean Dirix (and many other entrants present) were each component-part of the Scuderia



Portello, but it's not his own personal team.

Secondly the ex-works French Fiat 131 was in red, white and blue, Total, Fiat and Abarth/Pneus Pirelli colours; while the Fiat Ritmo ran in official blue and white, Fiat Abarth/Pirelli livery (i.e. not "Martini colours" as stated).

Clive Alcock

## GOING OUT IN STYLE

While in Italy this summer I came across this amazing funeral car. It's a Maserati with a body by Xellana. You see, in Italy they bury people in style. Even the funeral directors were in dark suits, white shirts, black ties and dark glasses – all very 'Godfather'.

Mike Kason



Photos: Mike Kason



## A red Ferrari Formula 1 car is shown from a side profile, facing right. The car features a prominent front wing, a large sidepod, and a rear wing. The wheels are black with red and yellow accents. The background is a dark, textured surface covered with a dense, repeating pattern of technical terms and parts names in a light, monospace font. The text is oriented horizontally and appears to be a list of various automotive components, including engine parts, suspension, and chassis elements. The overall aesthetic is technical and high-performance.

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW





# Tail Sliders

Recent Lamborghinis have majored on four-wheel drive. But there's a hardcore enthusiast market for rear-wheel drive cars – a great excuse for us to compare three generations of mid-engined rear-drive Lambos: Huracán, Gallardo Balboni and Urraco

Story by Chris Rees  
Images by Michael Ward





Countach, Diablo, Murciélago, Aventador. Big names for big cars – the pinnacle of what Lamborghini is about. But in the shadow of these mighty V12 supercars there has always lived another breed of mid-engined Lamborghini: Urraco, Gallardo, Huracán. These models have fewer cylinders, less weight and a more accessible price.

Arguably they're more fun to drive, too, which is what we're about to find out. Since buyers now have the option of another Huracán model to choose from, in the form of the Rear-Wheel Drive Spyder, we think it's time to bring together three generations of sub-V12 two-wheel drive mid-engined Lamborghini.

The new RWD Huracán very much follows in the footsteps of the Gallardo, for which Lamborghini's legendary factory test driver, Valentino Balboni, created his own ideal spec of two-wheel drive in a 2009 special edition that bore his name. And before the era of all-wheel drive Lambos, there was the Urraco – the very first V8 mid-engined raging bull. There are some pretty big generational divides, as we shall see.

### HURACÁN RWD SPYDER

The Huracán LP 580-2 arrived 12 months ago as the rear-wheel drive version of the four-wheel drive coupe. Now there's a Spyder model too – now referred to as 'Rear-Wheel

Drive' rather than using the LP moniker.

Compared to the 4x4 model, power drops 30hp from 610hp to 580hp. Not that you really notice any difference. The V10 naturally aspirated engine – which gets my vote as one of the greatest engines of all time – still sings in the same shamanically shocking manner. And since ditching the front diff and driveshafts saves 30kg, performance is hardly dented compared to the 4x4 version: it'll still do 0-62mph on 3.6 seconds and knock on the door of 200mph.

In the Huracán, you change gear solely using the paddle shifters on the steering column. That sometimes makes life tricky when you're turning the wheel but at







least you always know which paddle is up and which one is down.

Let there be no mistake: the 2WD Huracán is a very, very different animal to the 4WD model around corners. No surprise, perhaps: there are different suspension and steering settings, recalibrated stability and traction control systems and specifically developed Pirelli PZero tyres for this model. Crucially, there's less weight over the front axle; it's now distributed 40/60 per cent front/rear, rather than 43/47.

While the LP 610-4 caresses you around bends, tucking both the front and rear ends of the car into line with an uncanny ease, the rear-driver is much more skittish, sensitive and alive to every input you make. The steering is much more darty – it does understeer, yes, but it tucks back into line in a much more pronounced way when you lift off. It keeps you on edge the whole time but while the feel is far pointier than the 4WD, it doesn't feel too lairy. At

least, not when the steering wheel 'Anima' button is switched to Strada or Sport mode. However, flip it over to Corsa and, in Lamborghini's own words, it's "tuned to provide over-steering characteristics" – in other words, you get power slides on demand. In practice, this only really comes into play when you also turn the ESC off.

Let's have a word about the roof, and it's a good one: the whole thing is a delight. It takes a mere 17 seconds to open, at speeds up to 30mph, and the result is proper open-top motoring, not some glorified sunroof. It looks sleek, too: when the roof's down, two rear 'fins' rise up to maintain a flowing line and improve airflow to the unique slatted engine cover. There's even a tiny glass rear screen which you can raise and lower at the touch of a button.

One final testing note: that luridly green paint scheme is called, deliciously, Verde Scandal. Lairy? That's the Spyder RWD all over.

*Rear-wheel drive only gives the Huracán a much feistier feel than the 4WD one. Soft-top is superb*

## TECHNICAL SPECIFICATIONS

LAMBORGHINI URRACO P250	GALLARDO LP 550-2 BALBONI	HURACÁN RWD SPYDER
ENGINE: 2463cc V8	5204cc V10	5204cc V10
BORE X STROKE: 86mm x 53mm	84.5mm x 92.8mm	84.5mm x 92.8mm
COMPRESSION RATIO: 10.4:1	12.5:1	12.7:1
FUEL SYSTEM: Four Weber 40 carbs	Dual injection	Dual injection
POWER: 220hp @ 7500rpm	550hp @ 8000rpm	580hp @ 8000rpm
TORQUE: 152lb ft (206Nm) @ 5750rpm	398lb ft (540Nm) @ 6500rpm	398lb ft (540Nm) at 6500rpm
TRANSMISSION: 5-speed manual	6-speed manual or 6-speed e-Gear	7-speed LDF dual-clutch semi-auto
BRAKES: Solid discs	Ventilated and cross-drilled discs	Ventilated and cross-drilled discs
TYRES: 195/70 14 (fr), 205/70 14 (r)	235/35 R19 (fr), 295/30 R19 (r)	245/35 R19 (fr), 305/35 R19 (r)
DIMENSIONS: 4250mm (L), 1760mm (W), 1160mm (H)	4345mm (L), 1900mm (W), 1165mm (H)	4459mm (L), 1924mm (W), 1180mm (H)
WEIGHT: 1370kg	1380kg	1509kg
MAX SPEED: 149mph	199mph	199mph
0-62MPH: 8.5sec	3.9sec	3.6sec
PRICE: £10,558 (1975)	£163,245 (2009)	£178,515 (2017)





The '2' in LP 550-2 is for two-wheel drive. Balboni Gallardo is extremely rare, especially in RHD

## GALLARDO LP 550-2 BALBONI

When Lamborghini test driver Valentino Balboni retired in 2009, the company asked him to create a Gallardo to his ideal specification. Not for him a pale dress-up special edition: Balboni really went to town and said what he really liked was rear-wheel drive. So Lamborghini built a rear-drive Gallardo edition bearing his name: the LP 550-2 Valentino Balboni.

The weight saved by losing the front propshaft, diff and driveshafts meant that, despite the power dropping very slightly (from 560hp to 550hp, courtesy of different engine mapping), the power-to-weight ratio was actually slightly better. Performance was therefore very similar – the 0-62 time of 3.9 seconds was a tad slower only because of the loss of 4x4 traction off the line.

Other mechanical changes included a 45 per cent limited slip differential, different springs, dampers and anti-roll bars, plus unique Pirelli tyres. The



stability control system was adapted so that, in Corsa mode, it allowed more lurid drift angles before intervening. The aerodynamics were also adjusted. If you opted for e-Gear semi-automatic transmission, it was recalibrated. Carbon brakes were optional but Balboni said he preferred steel discs.

To distinguish the Balboni, a contrasting stripe ran down the centre of the car, reflecting the classic racing style – white-and-gold on all versions except white-painted cars, which had a silver-and-gold stripe. A transparent engine lid was standard, too, letting you eyeball that fabulous V10 powerplant.

Inside, the cabin was trimmed in black leather with white stripes and special stitching on the seats, plus a white centre console, while a plaque just behind the driver's ear bore Balboni's signature. One final benefit: extra front boot space because of the lack of front-drive gubbins.

Luckily we've got two Balbonis present here: one







RHD, one LHD. The white one belongs to Dave Thomas, a serial Lamborghini owner, who bought his LHD Balboni from France with just 12,000km on the clock. The orange one (Arancio Borealis, since you ask) belongs to Raj Singh of Supercar Service ([www.supercarservice.co.uk](http://www.supercarservice.co.uk)), who rebuilt it from a serious wreck using a brand new shell. Just two days after finishing it, in 2013, he drove to Italy for Lamborghini's 50th anniversary event and ended up having the car seized for "racing on public roads" – it didn't get released for three years!

OK, so what's the Balboni like to drive? Well, it's notably more skittish than the 4WD Gallardo, despite the huge grip offered by the Pirelli P Zero tyres. Mild understeer is what you'll experience in the dry anywhere except the track – where the rear end can be swung out in a sweetly balanced way. In the wet, things do get pretty lairy, reports Raj. The steering feel is more rewarding than the 4WD car's: uncorrupted, fluid and feelsome; it's also notably heavier than the Huracán's, although the very thick steering wheel rim won't appeal to everyone.

Dave's example is fitted with e-Gear transmission – essentially a robotised version of the manual gearbox. Frankly it's not great. It's Lamborghini's equivalent of the Maserati Cambiocorsa system – an early but flawed attempt at an automated manual. The time it takes to change gear feels chasmic alongside newer systems. It's best to ignore the full auto mode and change gear yourself using the steering wheel paddles (which have been extended by Dave as they were too short). Incidentally the 'Sport' button only changes the auto gear change parameters – there's no adaptive damping suspension system to play with.

Only 250 examples of the Balboni were built, of

which a tiny handful (perhaps 20) were right-hand drive. The Balboni was not only a case of 'less is more' but also 'less costs more' – at launch in 2009 it carried an £18,000 price premium over the 4WD Gallardo. Balbonis are going up in value today – expect to pay at least £150,000 for one now, and as much as £200k if it's right-hand drive.

## URRACO

1970s supercars are very much 'it' cars these days. The Urraco lives among them as a beautifully clean-looking example of the genre, with the added benefit of seating for four.

We're lucky to have Peter Davey's rare 1976 Urraco P200 here. This was a 2.0-litre V8 tax-break model for Italy, of which just 66 were built. But despite being badged a 'Urraco 2000', Peter suspects it isn't a 2.0-litre model because it's registered as a 2.5. This hasn't been confirmed as the head's never been off the engine to find out but word has it that most P200s did have 2.5-litre engines.

So what we have here is effectively a P300 in terms of body and interior mated to a P250 engine. This car has spent time in Germany, Spain and Belgium before it arrived in the UK. It's a non-original colour (it left the factory in bronze) but it does look fantastic in dark blue. It's nominally a 2+2 but rear seat space is virtually zero – nevertheless Peter says he's had people in the back with their legs swung sideways.

Delightfully, you can see the engine in the rear view mirror – and indeed more of your surroundings than in any modern supercar because of the slim roof pillars. This is old school motoring. There's no servo for the brakes so the pedal needs a good hoofing. The manual gearbox gate is mechanical in the extreme. There's no

*Centre stripe distinguishes the Balboni edition, which feels skittish in the dry and turns pretty wild in the wet*



## LAMBORGHINI RWD GROUP TEST







power steering, either, but that's a benefit because as soon as you're moving, the feel is wonderful. Not so the driving position, though: you sit in such an offset way that it almost feels you're facing sideways.

One of the best things about driving a classic like the Urraco is that, unlike modern supercars, no one wants to race you, reports Peter. Perhaps that's just as well, since the small-capacity V8's power means its performance embarrassed by many modern diesels. But modern cars can't match the Urraco's sweet-revving nature and scintillating soundtrack as you edge beyond 4000rpm.

Peter's advice to any classic Lamborghini buyer is to get a specialist to check the car over and look after it once you've bought it – "It's a 40-year old car, something's always going wrong," he says. In his case, the man he called was Lamborghini specialist Colin Clarke ([www.colinclarkeengineering.co.uk](http://www.colinclarkeengineering.co.uk)), who travelled to Belgium to check it out and has fettled it ever since.

Some parts are still easy to find (the door handles are Fiat X1/9, for instance, and the steering lock is Fiat 124/Lada) but others are impossible, such as the windscreen surrounds.

*Doesn't that Gandini-penned shape look fantastic? Drives very much like the classic it is*







## VERDICT

Wow, what contrasts we have across the generations. In this company, the Urraco frankly feels like an ancient relic. As a driver's car, it certainly is. But doesn't it look amazing? Those Gandini lines have stood the test of time brilliantly, and in my eyes it looks better than its main rivals at the time, the Maserati Merak and Ferrari 308 GT4. As a usable, mid-engined classic grand tourer, it's perfect.

The Gallardo Balboni undoubtedly qualifies as a true driver's car – and may even be the best 'classic' Lamborghini for keen drivers, full stop. It's especially good on narrow, twisty roads, where its compact dimensions and feelsome steering really come into their own. It's so much more usable and rewarding to pilot than some higher-power supercars we could mention. It also looks fantastic, even today, and

the cachet and rarity of the Balboni spec mean it'll be a sure-fire collector's car in years to come.

Finally, the Huracán. From its raw V10 soundtrack to its sharp-shifting gearbox, every trip is an experience that will remain in the memory for a long time. In Rear-Wheel Drive form, it's a surprisingly different animal to the four-wheel drive model. It feels so much keener and pointier – to the point of being nervous, in fact. But that's a good thing in my book – and undoubtedly would have been in Valentino Balboni's book too; the challenges merely enhance the driving experience. The best driver's car Lamborghini has made in a generation? You could certainly make the argument... 🇮🇹





# Usefully Sporty

Alfa's new Sports Utility Vehicle has finally landed in the UK. We head to Northern Ireland to put the Stelvio through its paces in right-hook form

Story by Chris Rees  
Images by Simon Thompson



**T**he temptation to have a 'craic' proves irresistible. On my return from a fun test route across Northern Ireland, I describe to one of Alfa Romeo's PR people the epic drive I've just had after following a sign to the St Elvio Pass. "Really?" she exclaims. I can't keep the jape up for long: of course St Elvio doesn't exist, but it's been plausible, if only for a brief second. Treat it as payback for failing, earlier this year in Italy, to make it over the Stelvio Pass in the new Alfa Stelvio (too early in the year for the snow to have cleared, sadly).

Today it's not Alpine snow we're tackling but claggy

Irish drizzle. Luckily, I can't think of a better car to be traversing the ghostly-remote, sweepingly beautiful and all but deserted roads of Tyrone and Donegal. An SUV with the heart of a sports car: perfect.

For those disappointed that Alfa has canned the Giulia Wagon, the Stelvio is, I reckon, a pretty good substitute. It offers all the practicality of an estate car, the swagger of an SUV (for good or bad) and the svelteness that only Alfa Romeo can muster. Yes, it does look great in the metal – cliché I know, but far better than the pics. I bag a good long chat with the Stelvio's designer, Sacha Barber, who is justly proud of





the coupe-like profile intimated by the glasshouse. He also likes the flop-around tailgate screen, although he admits that the rear end does divide opinion more than the front. Another point in the Stelvio's favour is that it's also the only way you'll get four-wheel drive in a right-hand drive Alfa, since UK buyers aren't offered the Giulia 4x4 that other markets have.

OK, so here's the UK market lowdown. Prices start from £33,990, which is £4k more than the Giulia and very competitive against rival SUVs. Four trim levels are available at launch: Stelvio, Super, Speciale and the limited-production launch Milano Edizione.

As I write this, the range is 4x4 only and consists of just two engines: 2.2-litre 210hp diesel Q4 and 2.0-litre 280hp petrol Q4. But by the time you read this, further models will be on our roads. These will consist of a two-wheel drive 180hp diesel (for which read rear-wheel drive), plus a Q4 4x4 180hp diesel and a 200hp petrol Q4 4x4. Not to mention the mouthwatering prospect of the Stelvio Quadrifoglio, which matches the Giulia QF's potency with a 510hp twin-turbo V6 engine – but we'll have to wait until 2018 for that.

Of the UK range, the 280hp petrol is the one I'm most excited to drive. It'll do 0-62mph in just 5.7



seconds and reach a top speed of 143mph. Once you get past the fact that it sounds clattery on start-up – so much so that passengers may question whether you’ve bought a diesel – it’s a great, super-smooth powerplant. It’s red-lined at 6000rpm, quite low for a petrol unit, but the turbo means you really don’t need to rev it hard. Peak torque of 400Nm (295lb ft) arrives at a diesel-like 2250rpm. As for the engine note, it may not be soul-stirring but it’s definitely got more character than the diesel.

Speaking of which, the 210hp diesel isn’t far behind in performance terms, with a top speed of 134mph and 0-62mph in 6.6 seconds. It’s very smooth for a diesel but gruffer under acceleration than the petrol engine; its spread of torque is even more generous.

ZF eight-speed automatic transmission is fitted to all Stelvios – there’s no manual option, even for LHD cars. Luckily, it’s brilliant (apart from a nasty gear lever, anyway), changing smoothly and rapidly in auto mode. The large aluminium steering wheel paddles allow quick and easy gear shifts by hand, too.

But it’s the handling that will really impress you. Compared to every other SUV, even the much more expensive Porsche Macan, the Stelvio is the king of corners. It helps that Alfa has given it perfect 50/50 weight distribution – and also that it’s the lightest SUV in its sector, coming in at 1604kg for RWD models and only 56kg more for AWD models. And yes, every Stelvio has that exotic USP: a carbonfibre driveshaft.

Out on the road, the Stelvio does exhibit some body roll but it’s flatter than any rival I can think of, and you never suffer that ‘top-heavy’ feel that’s so typical of SUVs. The Stelvio keeps its line with precision and just a mild touch of understeer. Fact is, the 4x4 cars that I

drove are rear-wheel drive for almost all of the time; only when sensors detect the need does up to 50 per cent of torque get directed to the front wheels. What about ride quality? On some pretty bumpy Irish tarmac, the long-stroke dampers help to keep the ride quality pleasingly compliant, with just a little low-speed jiggle and a bit of wallow over larger undulations.

The steering feel is secure and chunky with confidence-inspiring turn-in. The steering rack is extremely quick for an SUV – possibly too sharp for some drivers, but it’s bliss if you’re a keen driver (you are, aren’t you?).

Sadly there’s no adjustable damper control (most rivals do have this option) but Alfa’s rotary DNA dial is present, as ever. The three modes – Dynamic, Natural and Advanced Efficiency – alter the steering response, braking and electronic control systems. For some reason, I keep the car in ‘D’ the whole time, and I suspect you will too.

While the Stelvio isn’t marketed as an off-road vehicle, it does have some all-terrain credentials. There’s standard hill descent control, for instance, and an optional mechanical self-locking rear diff to transfer torque to the wheel with the most grip to maintain traction.

The Stelvio has electric brakes which means there’s no mechanical connection to the pedal. Despite being warned that it might feel odd at first, in fact it feels wonderfully responsive and powerful. Only when the ABS activates does it start feeling strange – there’s no ABS ‘pulse’ through the pedal – while hoofing the pedal hard makes the wheels lock up unexpectedly early.

The Stelvio has a more upright dashboard feel than the Giulia’s, but in many respects it feels similar. I love







*If you think SUVs are clunky to drive, the Stelvio will change your mind. It's very nearly as agile as the Giulia*

the twin cowl main dials and the big colour LCD display ahead of you; you can even check what lateral 'g' force you're pulling. There's a distinctly high-end feel to the cabin materials, at first glance at least – poke a bit deeper and you'll find the occasional disappointing edge of hard plastic. The 8.8-inch touchscreen is controlled by touch, rotary pad or voice recognition but it's far from being the best in the business: its letterbox format makes it feel quite small and the menu navigation system isn't very intuitive.

For anyone who can't live with a Giulia because of its small boot aperture, the Stelvio provides the perfect answer. The boot is generously sized at 525 litres and is easily accessible via its electric tailgate. The front seats are very accommodating and things are pretty good in the back, too. Visibility is good to the front but poor to the rear, and driving around town can feel cumbersome.

## VERDICT

SUVs are taking over the world, have been for some time. So it's crucial that Alfa has a winner in its range. Among SUVs, I'm delighted to report that it's easily the sportiest of the lot – and I include the Porsche Macan and Jaguar F-Pace in that list. Another bonus: you won't see one on every street corner – the UK will receive just 6000 Stelvios in its first year on sale.

Not only is the Stelvio one of the best SUVs of all, it's also a proper Alfa Romeo. Think of the Stelvio as a high-riding Giulia estate with 4x4. We reckon it looks great and it shares much of the feel-good factor of the Giulia with a very well designed cabin. One more bonus is that it drives with the handling balance of a sports saloon and has far livelier performance than you have any right to expect. Pick of the range? The 280hp petrol Q4, no question.





## TECHNICAL SPECIFICATIONS

ALFA ROMEO STELVIO	PETROL 2.0 280HP	2.0 200HP	DIESEL 2.2 210HP	DIESEL 2.2 180HP
ENGINE:	4-cyl petrol turbo	4-cyl petrol turbo	4-cyl diesel turbo	4-cyl diesel turbo
CAPACITY:	1995cc	1995cc	2143cc	2143cc
BORE X STROKE:	84mm x 90mm	84mm x 90mm	83mm x 99mm	83mm x 99mm
COMPRESSION RATIO:	10.0:1	10.0:1	15.5:1	15.5:1
POWER:	280hp @ 5250rpm	200hp @ 4550rpm	210hp @ 3750rpm	180hp @ 3750rpm
TORQUE:	400Nm (295lb ft) @ 2250rpm	330Nm (243lb ft)	470Nm (346lb ft) @ 1750rpm	450Nm (332lb ft) @ 1750rpm
TRANSMISSION:	8-speed auto, 4WD	8-speed auto, 4WD	8-speed auto, 4WD	8-speed auto, 4WD or RWD
SUSPENSION:	Double wishbone (front), multilink (rear)			
DIMENSIONS:	4687/1671/1903mm			
KERB WEIGHT:	1660kg	1660kg	1659kg	1604kg
TOP SPEED:	143mph	134mph	134mph	130mph
FUEL CONSUMPTION:	40.4mpg	40.4mpg	58.9mpg	58.9mpg
CO <sub>2</sub> :	161g/km	161g/km	127g/km	124g/km
0-62MPH:	5.7sec	7.2sec	6.6sec	7.6sec
PRICE:	From £43,690	From £34,690	From £38,490	From £33,990


### UK RANGE

The entry-level Stelvio has 17-inch alloy wheels, LED rear lights, chrome exhaust pipe, dual-zone climate control, 3.5-inch TFT instrument panel, 8.8-inch touchscreen and leather steering wheel.

Move up to the Super and you get 18-inch alloys, front parking sensors, sat nav, 7-inch TFT instrument cluster, two-tone leather dashboard and leather-and-cloth upholstery.

The Speciale adds 19-inch alloys with red brake callipers, chrome window surrounds, Bi-Xenon headlights, power folding mirrors, heated front leather seats, aluminium gearshift paddles and an aluminium interior finish.

The launch Milano Edizione has sportier leather seats, 10-speaker audio, 20-inch alloys, keyless entry, privacy glass, black window surrounds and a rear-view camera. A business-themed Tecnica trim level will follow.

You can also add a Luxury Pack (full leather electric/heated seats and wood inserts) or a Sport Pack (heated sports steering wheel, racing-style leather seats, aluminium inserts and steel pedals). 

### PRICES

2.2 Diesel 180hp RWD	£33,990
2.0 Petrol 200hp AWD	£34,690
Super 2.2 Diesel 180hp RWD	£36,190
Super 2.2 Diesel 180hp AWD	£37,690
Super 2.0 Petrol 200hp AWD	£36,890
Super 2.2 Diesel 210hp AWD	£38,490
Speciale 2.2 Diesel 180hp AWD	£41,490
Speciale 2.0 Petrol 280hp AWD	£43,690
Speciale 2.2 Diesel 210hp AWD	£42,290
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Milano Edizione 2.2 Diesel 210hp AWD	£43,990







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# ANDREA ZAGATO

## face to face

IN AN EXCLUSIVE INTERVIEW WITH ANDREA ZAGATO, WE FIND OUT WHY ITALIANS DON'T BELIEVE IN PERFECTION, WHY ELECTRIC CARS ARE GREAT FOR DESIGNERS AND HOW ZAGATO'S FUTURE INCLUDES ALFA ROMEO

Interview by Chris Rees  
Images by Michael Ward



“I saw that the future of our business was making ‘collectible’ cars, not consumable ones”

Tucked away in the Milanese suburb of Terrazzano di Rho lies the home of one of the great names of Italian motoring: Zagato, a coachbuilder that's approaching its centenary year (1919). We're here to meet Andrea Zagato, the natural-born Milanese son of Elio Zagato and the grandson of Ugo Zagato, the founder of the company.

Andrea took over as CEO in 1992, since when Zagato has enjoyed acclaim and commercial success with limited-production models such as the Lancia Hyena, Aston Martin DB7 Zagato, Ferrari 575 GTZ, Bentley GTZ, Alfa Romeo TZ3, Maserati Mostro and Aston Martin Vanquish Zagato. Along the way, there have been influential concept cars like the Lamborghini Raptor. Andrea is married to Marella Rivolta, the granddaughter of Renzo Rivolta, who founded the Iso marque; Marella is Zagato's art director.

As a Zagato owner myself – my Alfa Romeo SZ came off the line in 1991 – I was super-keen to meet Andrea and hear his stories. As it turns out, the very desk around which I get to interview Andrea is the exact spot where the old

production line ended. It's not just the SZ that was built here, but dozens of greats like the Zagato-bodied Lancia Flavia and the Alfa Romeo Junior Zagato. You can almost smell the richness of the legacy.

*Zagato has survived for almost 100 years and is thriving today as an independent company, long after most of its contemporaries have died or been bought out. What is Zagato's secret?*

There are two main reasons for our success. The first is that, while other companies did lots of OEM work for manufacturers, Zagato never did. Giugiaro was very successful at designing cars for manufacturers in the 1970s and 1980s, and Pininfarina followed. But Zagato was always a 'fuoriserie' company – we never did an official series car. In the 1980s, that was viewed as a weakness.

But when Mazda developed 'lean production' that allowed different models to be made on the same production lines, the era of coachbuilding was at an end. Manufacturers also started taking design back in-house.

Meanwhile, Zagato took

advantage of the fact that the 1980s saw a growth in speciality cars costing two, three, four times the value of regular production cars. We built fewer designs, but very different designs.

That's the second advantage that Zagato has: our design consistency. The Italian character is rather inconsistent and erratic. Italians think perfection doesn't exist, whereas Germans see perfection everywhere. It takes 30 years to understand, as Enzo Ferrari did, the value of consistency. When Italians create something very clever, like the Fiat Multipla, they kill it off and give us something utterly different, like the Croma.

Zagato is the only Italian company to have started life with aeroplanes. That means our designs are streamlined and light. Another unique point is the Zagato has only ever made two-door cars, never four-door ones – just like Enzo Ferrari.

*You became CEO of Zagato in 1992. What has been your philosophy at the helm?*

I was invited to the Pebble Beach Concours in 1992. I was the youngest







judge there – just 34 at the time – and I was treated like a king. The whole thing was a shock to me. Seeing cars worth one million dollars, here was a different world where price was not the key – it was quality, rarity

Since 1919”. Doing this, the business should survive every crisis, every revolution.

We aim for a win-win with our clients. Enzo himself would occasionally deliver cars personally and that’s the

consumable, not a collectible. That’s why we limit production of all our cars, either nine units, 19 units (our lucky number, reflecting the date of our birth – 19 April 1919 – and the fact that only 19 DB4 Zagatos were made), or

what a Pininfarina one is, and the only difference is the body. Likewise the Alfa Romeo SZ is worth 10 times more than an SS, and an Aston Martin DB4 Zagato is five times more valuable than a regular Touring-bodied DB4.

## “I always say my favourite design is the next one”

and design. Up until that point, I’d been thinking purely about costs.

I saw that the future of our business was making ‘collectible’ cars, not consumable ones. That’s what Zagato has really always been about; all Zagatos are collectible – hence our phrase “Collectibles and Design

sort of connection we have with our clients. It’s all personal – there’s no dealer or speculator in the middle. Because of that faithful relationship, clients keep coming back.

When a client pays so much for a Zagato, he expects it to go up in value. If it decreases in value, then it becomes a

gg in the case of some Aston Martins.

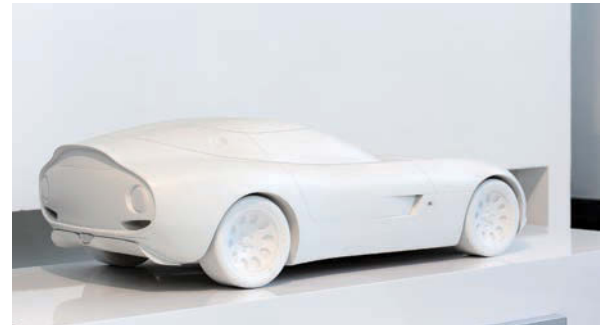
While Touring lived up to its name and made road cars for touring, and Drogo made race cars, Zagato always made lightweight, high-performance GT cars. It’s GT cars that are most valuable now. For instance, today a Lancia Flaminia Zagato is worth 10 times

### *What is your favourite design of all?*

I always say my favourite design is the next one. My father and my grandfather both believed that.

Zagatos are widely regarded as the best examples of each marque. For instance, the DB4 GT

*BELOW: Top row: plans for Zagato Porsche, recently discovered, have been turned into reality; Isetta; TZ3 model. Bottom: Flaminia Zagato is UK registered*







Zagato is the best Aston Martin. The Giulia TZ2 has been said to be Alfa Romeo's Ferrari GTO. The 250 Zagato is often quoted as Ferrari's best car. As for Abarth, the Zagato Abarth 1000 won the Golden Compass award. While I wouldn't say that Stirling Moss's Maserati Zagato

Mostro is the prettiest Maserati ever made, it is the most valuable. With Lancia, too, Zagato is there or thereabouts, and the Zagato 8V is the best Fiat ever.

It's iconic designs that survive, like the Mini, Fiat 500 and VW Samba. In fact, designs can be more

iconic than brands, which come and go. It's shapes that survive. Electrification gives us the freedom to exploit this – for instance, Jaguar has recently shown an E-Type with electric power because packaging batteries and electric motors is so easy. This is the door that we can open.

*I always thought it was a shame that your 2011 Fiat 500 Coupe never made production. Why was that?*

It came down to the fact that the Fiat 500 was made in both Poland and Mexico, and they weren't the same. The North American 500 was wider,

**BELOW:** Top row: Maserati 'Mostro', Lamborghini L147 'Super Diablo' and Alfa TZ3. Bottom: Lambo L147 sits alongside Maserati GS Zagato and Fiat 1100 EZ







so there were technical problems. And which one would do the coupe? Maybe this idea is something to revisit in the next generation Fiat 500.

been about 'essential beauty' – except perhaps in the years of Mussolini when, for propaganda purposes, it started copying Mercedes and it lost its consistency. In

**“I’ve always liked Alfa Romeo, even when they were front-wheel drive”**



*Can you tell us a bit about the recently unveiled IsoRivolta?*

This is our 'vision' for the future. It's being released on Gran Turismo Sport for PlayStation, which has 150 million players. It will be experienced by a younger generation, who are seeing the Iso name for the first time. But it's a real car, and we want to see the Iso badge on a GT car in the near future.

*As an Alfa Romeo enthusiast, I have to ask: what are the prospects of Zagato returning to special bodies for Alfas?*

Alfa Romeo and Aston Martin are my two favourite makes. Of the 134 designs we've made in all, over 100 have been Alfas.

Alfa Romeo design is consistent: it has always

1953, Alfa restarted with light cars whose lines followed function.

I've always liked Alfa Romeo, even when they were front-wheel drive. But Alfa shouldn't be front-wheel drive – it's too bulky. Now Alfa is rediscovering its consistency, after 30 years, by returning to rear-wheel drive. Of course I'm a fan of the new Giulia: it is light, good-looking, has a great engine and the right balance. In the 1960s, the Giulia TZ and TZ2 promoted the regular Giulia – they had the same engine but bodywork that was 'designed by the wind'. We want to do the same in our anniversary year, 2019. We want to make a TZ on the new Giulia.

**That's fantastic news! Many thanks, Andrea.**



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# Micro Mudpluggers

Three generations of four-wheel drive Pandas prove that you don't need a 'Chelsea Tractor' to be able to go anywhere. Indeed they might just be the most versatile cars ever built

Story by Stefano Coprimozzo  
Images by Michael Ward







Fiat had been going through a very successful period in the 1960s and 1970s, but a lot was riding on its decision, at the end of the 1970s, to come up with a very basic vehicle to slot into the range between the 126 and the 127. However, in a break with the normal practice of styling cars in-house, the company bravely gave free rein to Italdesign, founded by Giorgetto Giugiaro and Aldo Mantovani, to conceive its new basic car for the masses.

The first Panda (type 141) was launched to the press in February 1980 and to the world at the Geneva Show in March. The styling was simplistic and utilitarian, to the point of using flat glass all round. The interior was ingenious with a cavernous front tray/hammock for clutter, and seats that could be moved around to create a bed or removed altogether. Even the covers could be taken off and washed. The whole ethos was one of supreme practicality.

The little car came second in the prestigious European Car of the Year competition, beaten only by the Porsche 928. Mechanical components were from the group parts bin, with tried and tested engines. Whether in 903cc form, or the air-cooled twin 652cc version, sales took off. Giugiaro must have read the market well when he spoke of his creation in *La Stampa* in July 1980 thus: "The Panda is like a pair of jeans, that simple, practical, no-frills piece of clothing."

Even before the launch, Giugiaro had been playing with the idea of a small 4x4 vehicle to satisfy the needs of farmers, resort owners and the like who did not want one of the lumbering behemoths that were then all that was available. At the Turin Show in November, 1980, he showed a pair of Panda-based 4x4 prototypes, a red hatchback called Off Roadster, and an open-topped variation called Strip. Unlike so many prototypes which are soon destroyed, the Strip is alive and well to this day, living on the Giugiaro estate on Sardinia.

Coachbuilders and design houses of this era often did their own engineering of prototypes – the 4x4 conversion of Alfa Romeo's 33 saloon and estate by Pininfarina is one example. The management at Fiat took little time to realise what a unique vehicle the compact 4x4 would be and gave it rapid approval. Italdesign did not have the facilities to manufacture in volume, so the task was given to an old associate of the Fiat Group, Steyr-Daimler-Puch in Austria, which would produce the 4x4 components and ship them to Fiat's Sicilian assembly plant at Termini Imerese, where they would be fitted to the reinforced bodyshell.





Working with Steyr-Puch was a totally logical solution as it had enormous experience with off-road technology, such as its Haflinger and Pinzgauer military vehicles, and it had previously built Fiat 500 models in Austria under licence, using its own 500cc and 650cc flat-twin engines. This in itself was ironic, as one of the original proposals, engine-wise, for the Italian 500 was a flat-twin, but the 500's creator Dante Giacosa was told this was too costly to build!

Steyr-Puch manufactured the transfer case, propshaft and rear differential. Rear-wheel drive was engaged by the deliciously simple expedient of lifting a stout little lever between the seats, by means of a dog clutch. The Panda 4x4 was fitted with the 965cc version of the venerable 100-series pushrod engine, this more powerful motor having the code A112 as it had been developed specifically for use in the Autobianchi A112 Elite model.

Apart from riding a bit higher than the normal saloon, the only clues about its off-road capabilities were the 4x4 badge on the sides and a Steyr-Puch 4x4 badge on the rear hatch. The final drive gearing was

altered to allow for a low first gear, with fifth being equivalent to the fourth on ordinary models, at 16.4 mph per 1000rpm. Such was the phenomenal traction of the little 4x4 that the British weekly magazine, *Motor*, recorded its fastest-ever 0-30mph time by dropping the clutch in third gear.

A major facelift came about in 1985, with not only a change of grille and reshaped rear wheelarches but also a much-improved interior. The other important change was the introduction of the FIRE engine to the 4x4, initially in 999cc form, with the 1108cc following in 1991. While the 2WD cars acquired Fiat's new 'Omega' rear suspension – a vast improvement – the 4x4 soldiered on with a modified live axle and cart springs. Such was the success of the little car that, to this day, there are hundreds scuttling around mountains and farms all over Europe.

*Steyr-Puch badge betrays who Fiat went to for its Mk1 4x4 system - it was definitely the right choice*

### PANDA 4X4 MK2

Inevitably, a second series of Panda would arrive. Fiat had been developing Project 169, also confusingly known as Project 350, and showed a concept called







*Mk2 4x4 may be slow in 1.2 petrol form but it's an unbelievably capable performer off-road*

the Simba at the Bologna Show in 2002. This not only showed more or less what the new Panda would look like but also exactly what the more extreme Cross variation would be like over three years later!

The 'Nuova' Panda was launched to great acclaim at the Geneva Show in March 2003 and was awarded not only the title of European Car of the Year 2004, but also the Golden Compass for 'an excellent example of industrial design'. Originally, Fiat had wanted to call the new car the Gingo, but Renault objected, the name being too close to their Twingo. Fiat rapidly reverted to continuing the Panda name, something that has done it no harm whatsoever.

The styling was always intended to look like a small SUV, and was done in-house with assistance from Bertone on the interior. Italdesign had submitted an idea, based on its proposal for a variation on the Seicento, but this was turned down – it later resurfaced as the Daewoo Matiz.

The 4x4 version of the Nuova Panda was released in the autumn on 2004, powered by a 1242cc 'tall-block' version of the now familiar Fire engine, as well

Fiat's wonderful little 1.3-litre diesel. This time, 4x4 engagement was by a viscous coupling mounted next to the transfer box by the differential. The coupling 'take-up' was 2%, meaning that rolling the car down a slope and turning could stop it altogether, such was its effectiveness. Initially available in Base and Climbing models, others followed, including the Italian market-only Adventure, which featured a remarkably puritanical interior with waterproof seats and a rear seat delete option! This stripped-down model sold in its thousands to resorts and energy companies in mountainous areas.

Sadly the 4x4 diesel was not available in the UK until the Cross version, which featured some clever electronic trickery to play the part of differential locks, which the normal version did not have. However, for anyone who has used a normal 4x4 off road, the main problem can be ground clearance, as our Mk2 owner can testify when he became stuck going uphill on a Land Rover course! The fact that these little cars are well built is often overlooked, and they can take a considerable amount of punishment. Fiat was taking no

as





## TECHNICAL SPECIFICATIONS

FIAT PANDA 4X4 MK1 1.0	4X4 MK2 1.2	4X4 MK3 1.3
ENGINE: 965cc 4-cyl petrol	1242cc 4-cyl petrol	1248cc 4-cyl diesel
POWER: 48hp @ 5600rpm	60hp @ 5000rpm	80hp @ 4000rpm
TORQUE: 52lb ft (70Nm) @ 3500rpm	75lb ft (102Nm) @ 2500rpm	140lb ft (189Nm) @ 1500rpm
TRANSMISSION: 5-speed manual, 4WD	5-speed manual, 4WD	5-speed manual, 4WD
BRAKES: Front discs, rear drums	Vented discs (fr), solid discs (r)	Vented discs (fr), solid discs (r)
TYRES: 145 SR13	185/65 R14	185/65 R15
DIMENSIONS: 3390mm (L), 1480mm (W), 1460mm (H)	3575mm (L), 1605mm (W), 1630mm (H)	3705mm (L), 1662mm (W), 1657mm (H)
KERB WEIGHT: 740kg	980kg	1155kg
FUEL CONSUMPTION: 35.8mpg (claimed)	41.7mpg (claimed)	61.4mpg (claimed)
TOP SPEED: 84mph	90mph	99mph
0-62MPH: 17.5sec	20.0sec	14.3 sec

chances and over-engineered the idea by using already available parts, the propshaft being a prime example: it's bigger than that of an early Range Rover.

One notable Mk2 was the Terramare, a one-off diesel 4x4 fitted with a floatation collar and a water jet driven off the back axle. This amazing device was built by Maurizio Zanisi, an ex-Iso engineer, and crossed the English Channel in July 2005 in six hours. Another extreme variant was a Panda fitted with caterpillar tracks.

### PANDA 4X4 MK3

The Panda's third incarnation arrived in the autumn of 2011, with the 4x4 version arriving less than a year later. The styling and interior features a 'squirrel' theme which works remarkably well. The designers obviously had fun doing the details, as the word 'Panda' appears in the door trims and rear lights, but in so subtle a way as to be missed unless pointed out.

The Mk3 4x4 was powered either by Fiat's remarkable TwinAir two-cylinder engine or the ubiquitous 1.3 diesel. It now featured torsion beam rear suspension, a more sophisticated solution than the independent set-up on the Mk2 (which can clatter a little unless loaded). Indeed, the ride on the 4x4 is notably better than that of the normal Panda.

With the arrival of the Cross variation, the engines came in higher states of tune, the diesel now producing 80hp and the TwinAir gohp. For off-road activities, more elaborate electronics were employed, thus giving options for different surfaces, hill descent and a specific 'off-road' setting. This electronic system does exactly the same job as differential locks, but is part of the anti-lock braking circuitry. During the press launch in the UK, the owner of the off-road course stated that the Panda Cross would go where his Land Rover Defender would not, which speaks volumes.

Mention should also be made of the Trekking version (and latterly the City Cross) which is much cheaper because it's front-wheel drive only, but has an electronic package that maintains traction to the front wheels. It's still remarkably effective in slightly less demanding conditions.

### ON ROAD & OFF ROAD

What are these little machines like to drive? Our Mk1, owned by Andy Heywood of McGrath Maserati, is in excellent original condition and, at 96,000km, still feels tight. The 999cc Fire engine has that slight 'snarl' unique to this breed of powerplants and the only aspect with which one has to exercise a little initial care is the gear lever, never a Mk1 strong point, this being a little willowy. There is something about Mk1 Pandas



that makes one grin, and this little red machine does just that. Another Mk1 owner we know, this time of a Selecta automatic, suffers from the same problem!

Our Mk2, owned by Patrick Ridley-Martin, has only covered 52,000 miles. He states that it's never missed a beat, even if it's not the quickest car. The only frequent irritation was a creak from the clutch mechanism, eventually cured by deft use of an industrial hypodermic needle, on the end of a long thin tube, filled with 20/50. In journeying around Europe several times, many kilometres of which were along old railway track beds looking for viaducts, the choice of 4x4 has always been vindicated. Again, during our short drive, we found that distinctive snarl, and the car as a whole was tight and rattle-free.

Our Mk3 test car, a 1.3 diesel, did exactly what was expected of it and was what we expected; it's also economical and very comfortable.

All three variations of Panda 4x4 are the epitome of an original idea, bravely acted upon and well developed. These little cars are not only remarkably capable but also enormous fun. 🇮🇹







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# 1980s Remix

How two 1980s Alfa saloons have been transformed, using period parts, into much more appealing machines – including a Giulietta 116 converted to V6 power

Story by Alex Jupe  
Images by Michael Ward







It is often the case that the classic cars many of us enthusiasts choose to own in later life are a reflection of the cars we knew growing up. At one end of the scale, it may be an Athena poster car such as a Lamborghini Countach or Ferrari

Testarossa. At the other end, it may be the more mundane roadgoing version of a hallowed touring car, or even just the car you were driven around in by a parent or grandparent in your formative years.

Both the cars featured here are at the lower end of that scale. Arguably you could even say that they're among the least coveted Alfa Romeos of the 1980s: the Giulietta 116 and the 75. But now, suddenly, just at the point where most of them have disappeared off our roads for good, they are becoming much more sought-after – one rather more so than the other, it has to be said. It's the red one in our pictures...

At this point, however, I should admit a heavy bias, as the black Giulietta featured here is my own car, one of four that I own. My love for the Giulietta and the Alfa Romeo marque came from my dad having one of the first 116 series Giuliettas sold by our local Alfa dealer, Roy Owen of Cosham. Dad ordered it brand new in 1978 in Alfa Rosso. It arrived three months later than promised in Navy Blue, but dad decided he couldn't wait any longer so took delivery. I was only four when she was sold. A series of Lotuses came and went, but I recall sitting on dad's knee and steering around the local car park on a regular basis.

The car we have here is a V6 conversion, something I had always wanted to do. Why the Giulietta? I always preferred the cleaner lines of the Giulietta to any of the other Alfa saloons of the period. I was involved in the original build while working with Chris Snowdon back in 2002, part way through which I left and set up my own business. The brief then was to use a rusty donor 3.0-litre 75 and fit the running gear, dash, ECU wiring etc to this low-owner rust-free Giulietta that had come up for sale. Budget was a concern, so costs had to be kept under control and a tidy, but not showroom, car was produced for the owner, Chris Matthews.

For me it sowed a seed I never forgot. Roll on 12 years and I was sent an email with a picture of the rear of the car poking out of a shipping container with the doors open and one line of text reading simply "Remember this?" I was so excited that I replied straightaway and had a long chat on the phone with Chris, the very chap for whom the car had originally been built. It turned out he had only used the car for two years before parking her up in the container on an





Essex farm and leaving her there for the next 10 years. Would I be interested in taking her on, he asked? Er, yes please! So with some degree of trepidation (container storage can often lead to serious rust as many are leaky and damp), I headed for Essex to collect her.

To my great surprise, under the thick layer of dust, the body was in pretty much the same shape as when she was parked up. There was barely any rust to speak of, just a few marks here and there. Of course, mechanically a thorough recommissioning would be needed after such a long lay up. I began by going through the engine, carrying out a major service with cambelt, tensioner, water pump and so on, with all the bits I removed being sympathetically refurbished prior to fitting. I had always run transaxle Alfas as my daily cars, ever since passing my driving test – until three years ago, that is, when my last GTV6 was sold before another winter turned her into a restoration project I had neither the time nor finances for. Since then, an Alfa 145 Cloverleaf has fulfilled my daily driving duties. While it's fun and is still an Alfa, it just isn't the same, not least because it's front-wheel drive.

My plan for the Giulietta was to turn her into something I could use as my daily car to get my regular transaxle fix again. However, as tends to be the way with old cars, the original scheme to clean her up and recommission her went west. I thought a nice retrim and some Recaro 75 seats would lift the interior. Then of course the paint needed some work, although this was the one area I regrettably didn't go to town on, so it's not to the level I would now like. Oh and the wheels weren't quite right, so they needed changing. Then I thought that, since it's a daily car and Alfas mist up in winter, and my wife doesn't like cars without it in the summer, air conditioning may be a good idea.

Next came a front suspension overhaul as she was still fitted with the weedy original Giulietta torsion bars, which were way too soft for the extra weight of the V6 engine. A pair of GTV6 items were fitted, while I replaced all the bushes and ball joints, along with a 105 series caster ball joint conversion. Finally an AJM handling kit was fitted during the reassembly to finish things off.

On to the glorious red 75 V6. This was an idea that had been brewing in the back of her owner's mind for almost 20 years. It was not his 'poster' car

*Installing a Busso V6 into a Giulietta brings to life a dream of what the car could have been in period*





## ALFA ROMEO GIULIETTA V6 vs 75 V6







(indeed, that was the aforementioned Countach) but rather something niggling away after a friend lent him a nearly-new example when he was a mere lad, which he loved.

Here are his own thoughts on why he chose a 75: "My memories of the car were the sound of the engine, the lightness and balance of the car and an eagerness to be driven. I also remember the absurdity of its design – try (a) reaching the stereo, (b) closing a window and changing gear at the same time or (c) releasing the U-shaped handbrake without pinching your skin! Strangely, it's these quirks that drew me back to the car some 20 years later.

"The angular shape, the contoured side strip which wraps around the top edge of the boot, the shape of the rear lights and even the plastic front window vents – all lend the 75 an unmistakable silhouette. You certainly can't confuse the 75 for any other car and in the sea of modern cars it's worth celebrating the unusual. I've owned other (newer) cars but it's almost impossible to enjoy them on public roads. Two to three seconds with your foot down will land you in illegal territory. The 75 allows you to enjoy changing up through the gears, feel the mechanical pull of

acceleration all the way through the range and listen to the soundtrack from that glorious engine – without setting off speed cameras all around you. Driving, for the pure enjoyment of it, is a recipe for happy days and that's the reason behind buying a 75."

As a very particular chap, the initial task was to find a 75 that was not a patch-welded rust bucket – no mean feat these days! Fortuitously, having had no luck searching around the classifieds, I then remembered a client mentioning he may be interested in selling his early 3.0-litre V6 some months earlier. It transpired that, since doing some major recommissioning work five or six years previously on what was one of the soundest 75s I had seen in some time, the car had been put into dry storage and only come out for a couple of MOTs! So a deal was quickly done and we had our project car.

As the excitement of finally having his own 75 mounted, our man began sending through some ideas and pictures of what he imagined his dream 75 should look and drive like. A picture of a 75 Evo fitted with SZ-style alloys fitted the bill looks-wise, minus the slightly heavy-handed sideskirts. Mechanically, the idea was to improve on the standard specification of the 75 by

*This exceedingly well prepared 75 3.0 V6 mixes and matches period parts to create a vision of the perfect Alfa 75*



## ALFA ROMEO GIULIETTA V6 vs 75 V6







75 trait of a saggy headlining. However, a previous retrim of the seats was not to the taste of the new owner, so a complete retrim was carried using all original 75 LE trim materials. Some 18 months after the project started, she was ready.

So here we have the results of two owners' interpretations of how these cars could have been if Alfa's bean counters had allowed it. Both cars use technology that was available when they were current, and both have been fine-tuned using parts that could have been used in period. As a result, both cars have been transformed from machines with many compromises into something much more pleasurable – but still true to the spirit of all that is great about Alfa Romeo. 🇮🇹

sharpening up the somewhat 'soft' handling of the standard cars, unleashing a few more ponies from the wonderful Busso V6 and making sure she had the stopping power to rein her in when needed.

So the engine and gearbox were removed while the bodywork modifications and full repaint were attended to. After many years working with these cars, my 'formula' for fast road-spec motors is to use the slightly higher compression 10:1 pistons from the SZ, gas-flowed cylinder heads and C&B mild fast road cams. The restrictive standard cast-iron exhaust manifolds were discarded in favour of a custom-made set of tubular manifolds with a straight-through centre exhaust and an Ansa rear silencer. This really releases the engine note, without being too obtrusive in normal driving.

A gearbox rebuild of the standard 3.0 75 unit was carried out as a matter of course. The suspension was stripped down, rebushed and fitted with 105 series caster ball joints and an AJM handling kit. To complete the mechanical spec, the smaller of AJM's upgraded front brake kits, with AP four-piston callipers and 295mm vented discs, was employed.

Last of all, attention turned to the bit the driver sees most of, the interior. Rather usefully, the previous owner had fitted the car with the infinitely superior Recaro seats from a 75 LE and taken care of the usual





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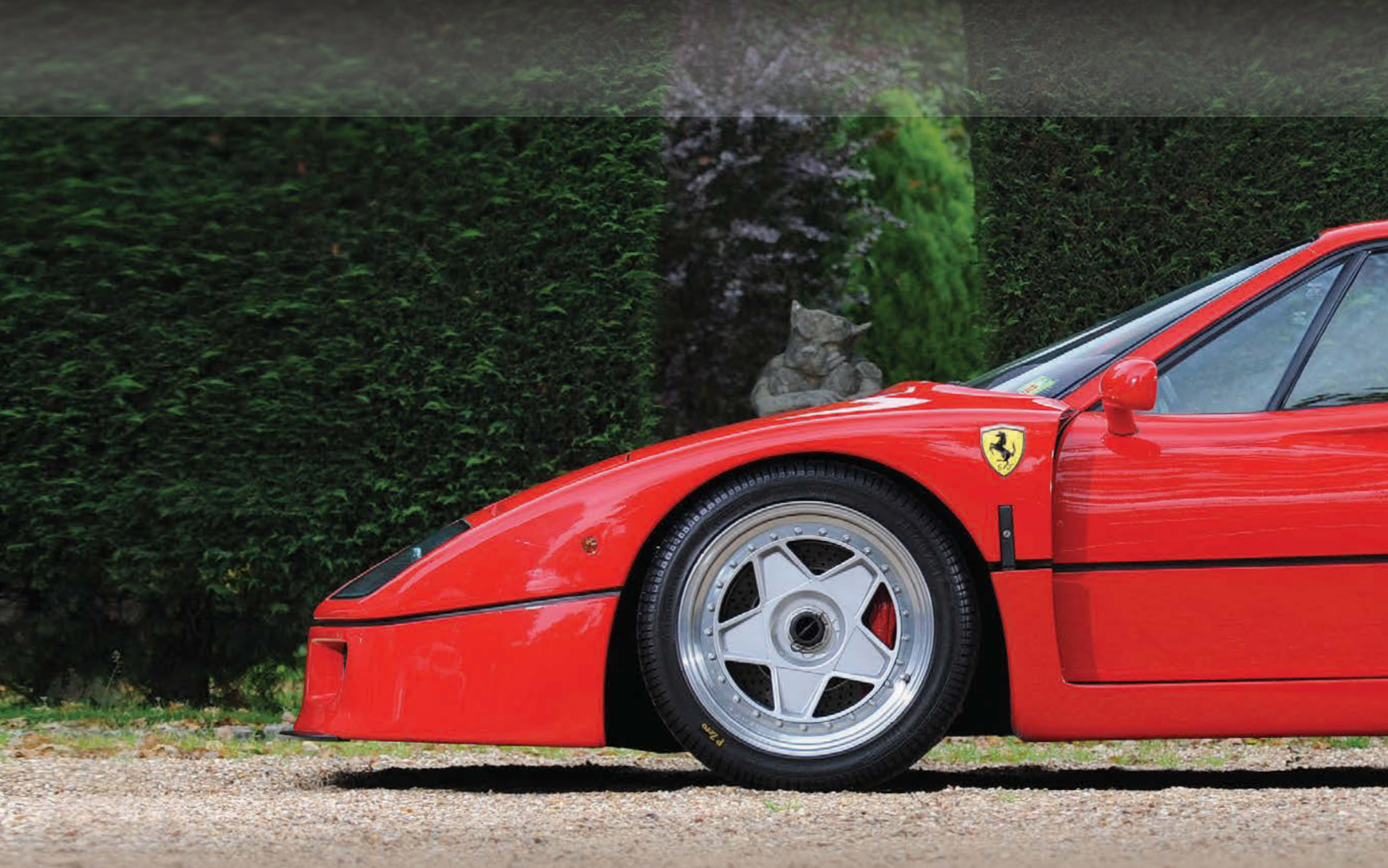
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# Lotus Eater

Italian racing car constructor De Sanctis is most famous for its single-seaters but the Sport SP1000 was its only sports racer. Designed to beat the Lotus 23, we uncover its fascinating story

Story by Enrico Rondinelli  
Images by Gianni Mazzotta





**D**e Sanctis was one of the big names in Italian Formula Junior and F3 racing, constructing cars from the 1950s to the 1970s. But it also made this lithe sports car racer, the De Sanctis SP1000, just three examples of which were built. The company was founded by Luigi (Gino) De Sanctis and his son Lucio, who decided to create this sports car to compete against the mighty Lotus 23. Indeed, you might just see some resemblances...

It was at the end of 1963 that De Sanctis began its Sport SP1000 project. Journalist Bruno Nestola and engineer Palanca designed the shape of the car, which was realised by Carrozzeria Filacchione of Rome, which had already built the bodies of the De Sanctis Formula racing cars.

The shape of the car was modern, fluent and slender with the typical De Sanctis six air intakes ahead of the windscreen. The car also had two hidden headlights – according to the rules of that period – and two slim intakes just behind the seats to channel fresh air into the engine bay.

The first rolling chassis was featured in the magazine *Auto Italiana* in November 1963. During the first months of 1964, Lucio De Sanctis undertook the testing of the car; his racing experience in Formula Junior and Formula 3 certainly gave him the credentials. The test car was eventually sold to Sergio Bettoja, fitted with a dry-sump Ford engine derived from Formula Junior, while the second chassis had an OSCA engine and was bought by Sesto Leonardi, a driver with many years of experience in motorsport (he had started racing in late 1930s). The third chassis was built later for Alberto Luti (also known as Gano) with a 2000cc OSCA engine and a slightly different, larger body.

It's chassis number 002 that we can see on these pages. Leonardi asked specifically for the 1000 OSCA engine and also requested some modifications over the prototype 001 examples, for instance a different position for the rev counter, a less laid-back driving position and a higher engine lid to fit over the twin-cam engine. This car weighed 442kg, some 4kg more than chassis 001 (whose Ford engine was lighter) but that was still featherweight. Like chassis 001, chassis 002 had a five-speed Colotti-Dauphine gearbox.

The two cars debuted at the Coppa Gallenga on 22 March 1964 in the Sport category. Bettoja finished second in class while Leonardi retired. A few weeks later, Leonardi raced at the Coppa della Consuma but the car didn't suit his driving style (he'd previously specialised in front-engined cars). As a result, the car came back to the factory and by the end of May 1964 had been equipped with an 85hp Ford Engine, probably from the De Sanctis Formula 2 racer driven in Berlin by Silvio Moser.

With the new engine, the car won the IV Premio di Campagnano driven by Miro Gay (Lillo Annunziata). After yet another engine transplant, this time a twin-cam Ford-Lotus 115hp unit, the car reached second place at the III Coppa Settecolli, driven by Lucio De Sanctis, who also drove the car at the V Premio di Campagnano, the very last race for Lucio.

The same year, Bettoja's car was sold to Roberto Benelli ('Robertino') who raced at Cesana-Sestriere and the Coppa Avezano (finishing first in class and third





overall). Having originally been painted red, the cars were repainted in the official De Sanctis livery of light yellow with a green stripe down the middle. Despite the good performances of the De Sanctis racers, the 1000 Sport championship of 1964 was won by Cesare Toppetti's Lotus-Giannini, while the hillclimb championship went to Vittorio Venturi in his Abarth.

At the 1965 Modena Show, De Sanctis showed Robertino's SP1000 and the rolling chassis of Gano's 2000cc OSCA. At the 1965 Coppa Gallenga, all three De Sanctis Sports raced: Robertino retired, Gano finished third in class 2000 and Geki, with the 'works' chassis 002, won his class. During the year, this car raced with Cesare Toppetti, Antonio Maglione and Otello Rinaldi who gained pole position at and then won the IV Coppa Settecilli.

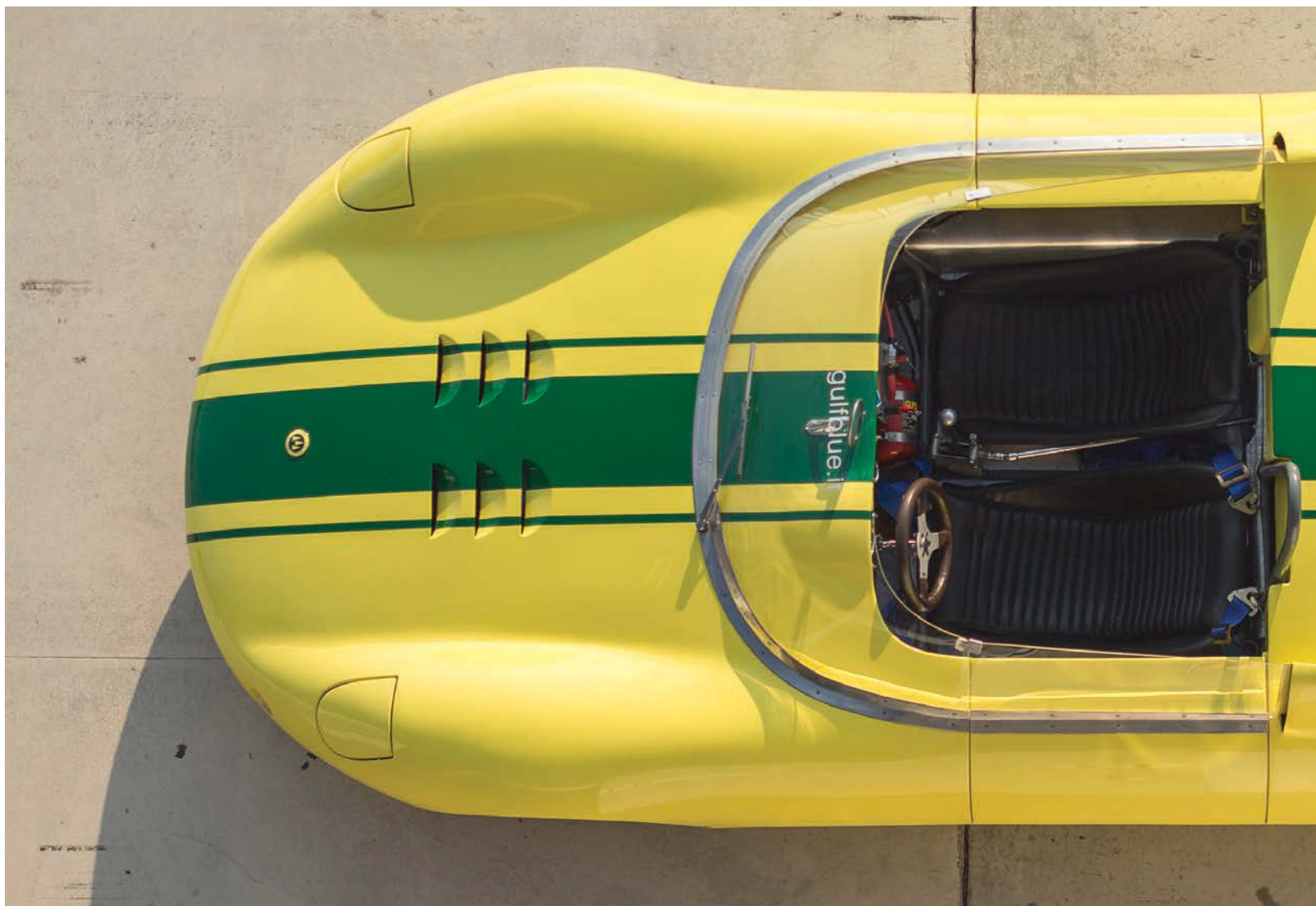
The same year, Robertino raced the Bologna-Raticosa hillclimb, then Circuito del Mugello, Coppa della Consuma and won the first prize at the Vergato-Cereglio hillclimb – the first overall success for the car. At the end of the year, Robertino updated the car with a 2000 ATS engine and a new glassfibre body; thanks to the upgrade, he won the Lago-Montefiascone hillclimb. He then sold the car to Cesare Toppetti who alternated the 1000 and 2000 engines and gained some podiums. Still in 1965, Gano won in Volterra, finished second in Predappio but

retired in Vallelunga and in Circuito del Mugello.

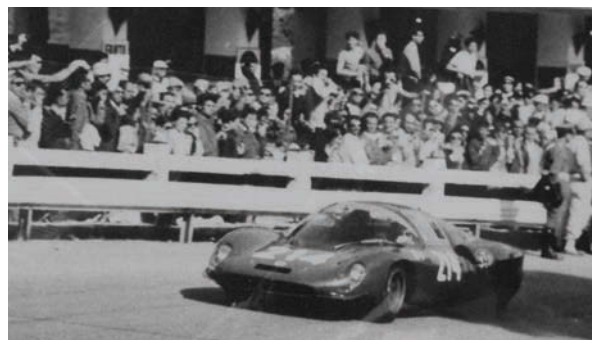
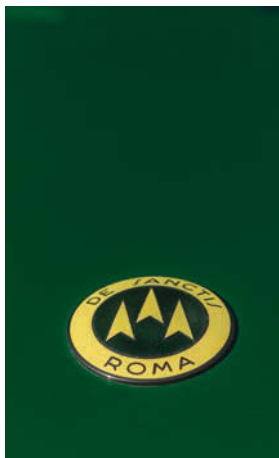
In 1966 the sport-prototype class had less restrictive regulations, so De Sanctis presented, at the February 1966 Torino Show and in March at Modena Show, the same 'works' car (chassis 002) with a new – but less charming – body and a taller windscreen made of glass. The car could be fitted with 1000, 1600 or 2000 engines with Colotti five-speed or six-speed gearboxes. Despite appearing at the two shows, nobody ordered any new Sports. Chassis 002 was given to Luciano Verrocchio (aka Ellevù), with the same engine, gearbox and Campagnolo wheels but with new updates on the rear suspension, inspired by Formula 3 experience. With the new car, Ellevù won the first class prizes at the Bologna-Raticosa hillclimb and the Gran Premio di Campagnano. He also raced the Trento-Bondone and the Circuito del Mugello with the English driver Jonathan Williams, who was the official De Sanctis racing driver. Ellevù ended the season in third place at the Campionato Italiano Sport Prototipi up to 1000cc.

### FROM BARCHETTA TO BERLINETTA

In 1967, during the Cesana-Sestriere hillclimb, Ellevù had an accident. The body burned while the chassis had to be repaired. De Sanctis decided to send the car to Modena to Piero Drogo, the owner of Carrozzeria Sports Cars, the famous body shop where Ferrari built







*Pics above show the various changes made to the car over the years, including Ferrari P4 style*



masterpieces such as the 250 GTO, SWB, Le Mans, Dino 206SP, P3 and P4.

Taking inspiration from Drogo's Dino 206SP and P4, he produced the same sort of style for the SP1000, which now became a closed cockpit Berlinetta. He also fitted a P4-style windscreen but it was perhaps a little bit large for the compact De Sanctis. Drogo took some time to do the work on the De Sanctis so it couldn't attend the 1967 Circuito del Mugello; the new car debuted at the end of the year, driven by Ellevù, at the Svolte di Popoli and Ascoli-Colle San Marco hillclimbs.

Many Italian magazines wrote about that new charming racing car. Then in the first months of 1968 Cristiano Del Balzo (aka Gero), the young De Sanctis racing driver, bought it. He campaigned it in the 1968 Targa Florio and the Circuito del Mugello with Erik Banti: in both races, however, they retired. In Mugello that was due to overheating; despite its aesthetic charms, the new body weighed too much for the little engine which couldn't breathe as it should. In 1969 the car raced at the Targa Florio again, driven by Erik Banti and Francesco Morelli, but retired after a crash.

## BACK TO AN OPEN TOP

In 1970, Gero decided to cut the roof and the tail in order to reduce the weight of the car and improve cooling to the engine. The new layout seemed to echo that of the Ferrari P4 'barchetta', being basically the same upgrade that Ferrari made to its P4. The new car, now painted blue and orange, raced its third Targa Florio driven by Gero and Roger, as well as the Circuito del Mugello and other hillclimbs such as the Tolentino-Colle Paterno, the last race where Gero won his class.

The car finished its racing career in 1970 but the De Sanctis was still a usefully quick machine, thanks to its upgrades. It was sold to Henry Morrogh who used it as a training car for his driving school based at Vallelunga. Beside the instructor, at a cost of 1000 lire per lap, many aspiring young racing drivers used this car to





Original 1.0-litre OSCA engine has now been replaced by a Ford 109E unit mated to Hewland 'box





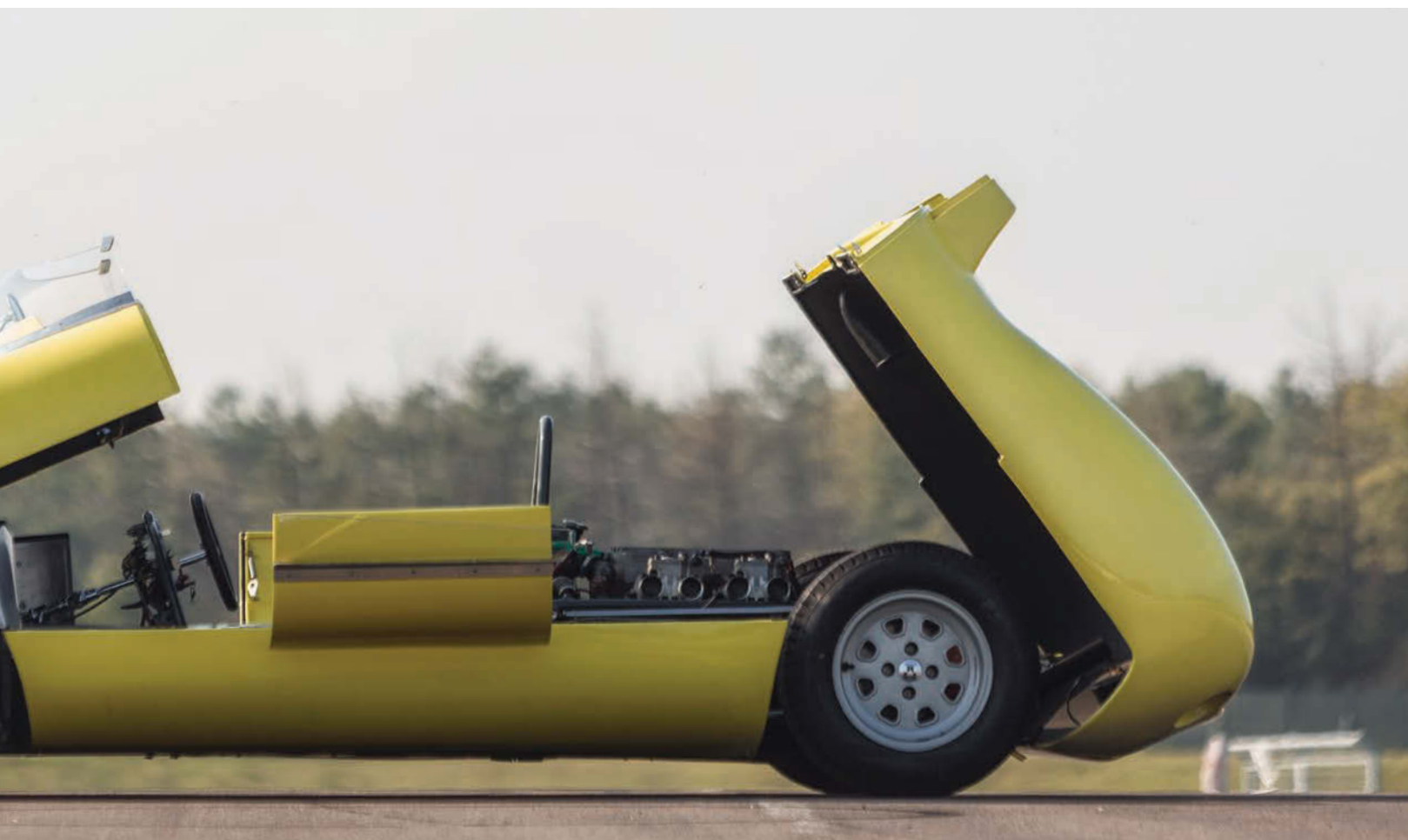


learn heel-and-toe techniques, correct lines and good braking, before moving on to single-seaters. Many of them became champions, such as Elio De Angelis, Eddy Cheever, Teo Fabi and Andrea De Cesaris. Every driver who attended the school between 1975 and 1985 will certainly remember this car.

In the mid-1980s the car was bought and restored by its current owner. The body was returned to its original shape by Autorestauro Faralli of Cascina (PI) and by the mechanic and racing driver, Pierluigi Muccini, who knew the De Sanctis Sport because in the past he raced the ex-Bettoja/Robertino car. The livery is now the original one as per when Robertino raced it. Since the restoration was completed in 1989, the car has never seen any kind of road or track use – until now, when we shot the photos you see here.

The car is now fitted with a Ford 109E dry sump engine with two Weber 40 DCOE19 carburetors; the gearbox is a Hewland MK6 four-speed, supplied by Henry Morrogh. The car retains its old 'cut' Drogo aluminium bodywork (open sports car), as it was when used by Gero and Henry Morrogh. The engine was totally rebuilt in 2015 by Mario Villa of Monza and the mechanical side was refurbished by Davide Riparbelli RS Historics in Monza.

In October 2015 the car was brought to Vallelunga by one of the most famous De Sanctis race drivers, Antonio Maglione for the De Sanctis Day, a pleasant celebration of the creations made by Gino De Sanctis and by his son Lucio, who was able to see his car again after many, many years. A fitting 'full circle' for this beautiful historic racer. 🇮🇹





# CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL  
EVENTS AND ITALIAN CAR CLUBS

## Goodwood Revival 2017

Epic battles and a spellbinding victory for an Alfa Romeo Giulietta Ti made the 2017 Goodwood Revival Meeting one to remember for Italian car fans

Report by Richard Heseltine  
Images by Goodwood and Peter Collins







**T**he 20th running of the Goodwood Revival Meeting witnessed its usual heady blend of theatre and quality racing. Unfortunately, heavy rain ensured that it rapidly descended into the Goodwood 'Survival Meeting' for drivers and race-goers alike. The heavens opened in time for first practice on the opening day and they rarely closed over the course of the three-day weekend.

Nevertheless, there was plenty of interest for lovers of Italian hardware, despite the murk and bluster – not least the 60th anniversary celebrations of the Fiat 500, with endless permutations honking their horns pit-side for an accurate facsimile of a Turin traffic jam, circa 1965.

On track, pre-war cars were often to the fore. Former British GT champion Callum Lockie had been in contention during the Goodwood Trophy for 1930-1951 GP cars and Voiturettes aboard Sean Danaher's Maserati 6CM, only to lose pace during the early running. He eventually recovered to take third behind ERA men, Paddins Dowling and David Morris.

Sunday's race card got off to a flier as five drivers took turns leading the Brooklands Trophy for pre-1939 sports cars. Pole-sitter Patrick Blakeney-Edwards blasted into an early lead aboard his Frazer Nash, only for a clip to work its way loose from its carburettor which necessitated a visit to the pits. Mercedes man Thomas Kern assumed the lead, only to lose it almost immediately to Mark Gillies' Aston Martin. The ex-pat Englishman's time at the front lasted only a few seconds before he was swallowed up by Niklas Halusa's Alfa Romeo 8C 2600 Monza. Making up ground was Christopher Mann in a similar car. The veteran briefly headed Halusa, only to be black-flagged for dropping oil on the track. Halusa assumed the lead with only five minutes left to run and the Austrian wasn't headed thereafter.

Tony Wood batted away the competition and the weather to win the Richmond Trophy for front-engined Grand Prix cars of the 1950s. Miles Griffiths led initially aboard Philip Walker's Lotus 16, building up a five-second lead by quarter-distance. The car was forced into retirement shortly thereafter, which left last year's





winner Julian Bronson in the lead in his Scarab-Offenhauser from Wood with Lotus man Joaquin Folch-Rusinol in third. Wood muscled his way in front with 10 minutes left to run and managed to move away from Bronson who was baulked by backmarkers. The Scot's margin of victory after 25 minutes of thrilling racing in damp conditions was just 0.9 second.

Richard Meaden emerged victorious in the second installment of the St. Mary's Trophy following a race-long battle with Mike Jordan. Richard Shaw took the early lead, only to spin onto the grass on the approach to St Mary's. The race descended into a two-car battle between Meaden's Alfa Romeo Giulietta Ti and Jordan's improbably quick Austin A40. The sparring partners were rarely more than half a car length apart, although a safety car period after Neil Brown crashed his Austin A35 at Woodcote bunched up the order. At the restart, Meaden and Jordan continued from where they left off, with Jordan inadvertently pushing the Alfa onto the grass, before Meaden gave his rival a little nudge going into Woodcote and assumed the lead. Jordan wasn't finished, though, and soon asserted himself once again. Meaden took the lead on the last lap amid the traffic and clung on to the flag. Aggregate victory went to the Nick Naismith/Jason Plato Austin A95 Westminster.

Sam Hancock's commanding victory in the Sussex Trophy brought the curtain down on the 2017 Goodwood Revival Meeting. He guided his Ferrari 246S Dino into the lead into Madgwick at half-distance of the 25-minute thrash, which was run in appallingly wet conditions. He was never headed and surfed to a brilliant win in near darkness.





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# CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL  
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## Cascais Classic Motorshow

We took time out on the Portuguese coast at Cascais for one of Europe's biggest concours events and shows

Report by Richard Heseltine



**N**ow in its fifth year, the Cascais Classic Motorshow has established itself as the premier event of its kind on the Iberian Peninsula. In September, this historic Portuguese coastal town played host to more than 600 cars for a tour and rally, with a further 65 cars vying for honour in a standalone concours. A remarkable 30,000 visitors descended on the event in total.

Predictably, Italian classics featured prominently, with José Campos Costa's Weyman-bodied 1928 Lancia Lambda winning the hotly contested Lancia Celebration class and also taking home best of show honours. Affectionately referred to as the 'Dark

Chocolate Lancia', this historic car is beautifully patinated, having never been restored. Everything about this square-rigged machine captivated the concours judges, not least the interior with its intricately detailed woodwork. That, and the giddy aroma of age. As such, it beat several beautifully restored cars to the top prize.

João Magalhães' striking Lambda roadster placed second in the Lancia category, although it was among the favourites of several members of the judging team, as much for its back story as its handsome looks. The car was originally ordered by a Portuguese nobleman who was the uncle of the first Portuguese driver ever to start a Formula 1 race, Mario Cabral. This





distinctive machine featured Castagna bodywork which was later altered locally. Magalhães may have missed out on a class prize but he had the consolation of winning the popular Flying Kilometre competition for pre-1930 cars. Third in class went to João Carlos Torres' sublime 1982 037 Stradale Group B car, the same collector also bagging the Preservation Award for his time-capsule 1975 Stratos which has barely 10,000km on the clock. Save for an older repaint, this rally car pin-up was completely original, right down to the period-correct dodgy panel gaps.

No less dramatic looking was António Bandarra's Ford-engined 1972 Iso Grifo, complete with late-run Marcello Gandini-penned nose with pop-up headlights. Competing in the 1970s Sport & Grand Touring category, it bested a brace of Dinos, a highly-original Porsche 911 and other exotica to bag the prize. It too entranced the judges, as much for its presentation as for its beauty. Somewhat more sedate, but no less intriguing, was Júlio Albuquerque's 1925 Fiat 505 tourer which took the Vintage category silverware, besting dazzling American fare in the process.

The prize-giving was a night-time affair, complete with fireworks and models dressed as 1920s 'flappers'. That, and a swing band cranking out oldies with gusto. The Portuguese do things their own way, which may explain why this was one of the most laidback concours events we can remember attending. The organisers are keeping mum as to where this rapidly-expanding event is heading, but increased overseas interest should see it grow in stature among the increasingly packed concours calendar.





# Temple of Biscione

Come with us into the hallowed altar of Alfa Romeo's Museo Storico – a peerless collection of the most significant, exciting and beautiful Alfas ever made

Story: Tim Pitt

Images: Michael Ward, Chris Rees & Olgun Kordal



**T**he cluster of brutalist concrete boxes that houses the Museo Storico in Alfa Romeo's former home of Arese, near Milan, is hardly your typical listed building. What's equally surprising, though, is that the museum's contents – 70 cars, charting 107 years of Alfa Romeo history – are also listed: officially designated as Italian cultural treasures. After several hours exploring this wonderful marque showcase, I'm inclined to agree.

The Museo Storico was fully refurbished in 2015 and now welcomes 100,000 visitors a year, 40 per cent of whom come from outside Italy. The line-up of cars, including everything from the first Alfas to the new Giulia Quadrifoglio, is rotated regularly, being part of a larger 270-car collection. This is, therefore, a museum that rewards repeat visits.

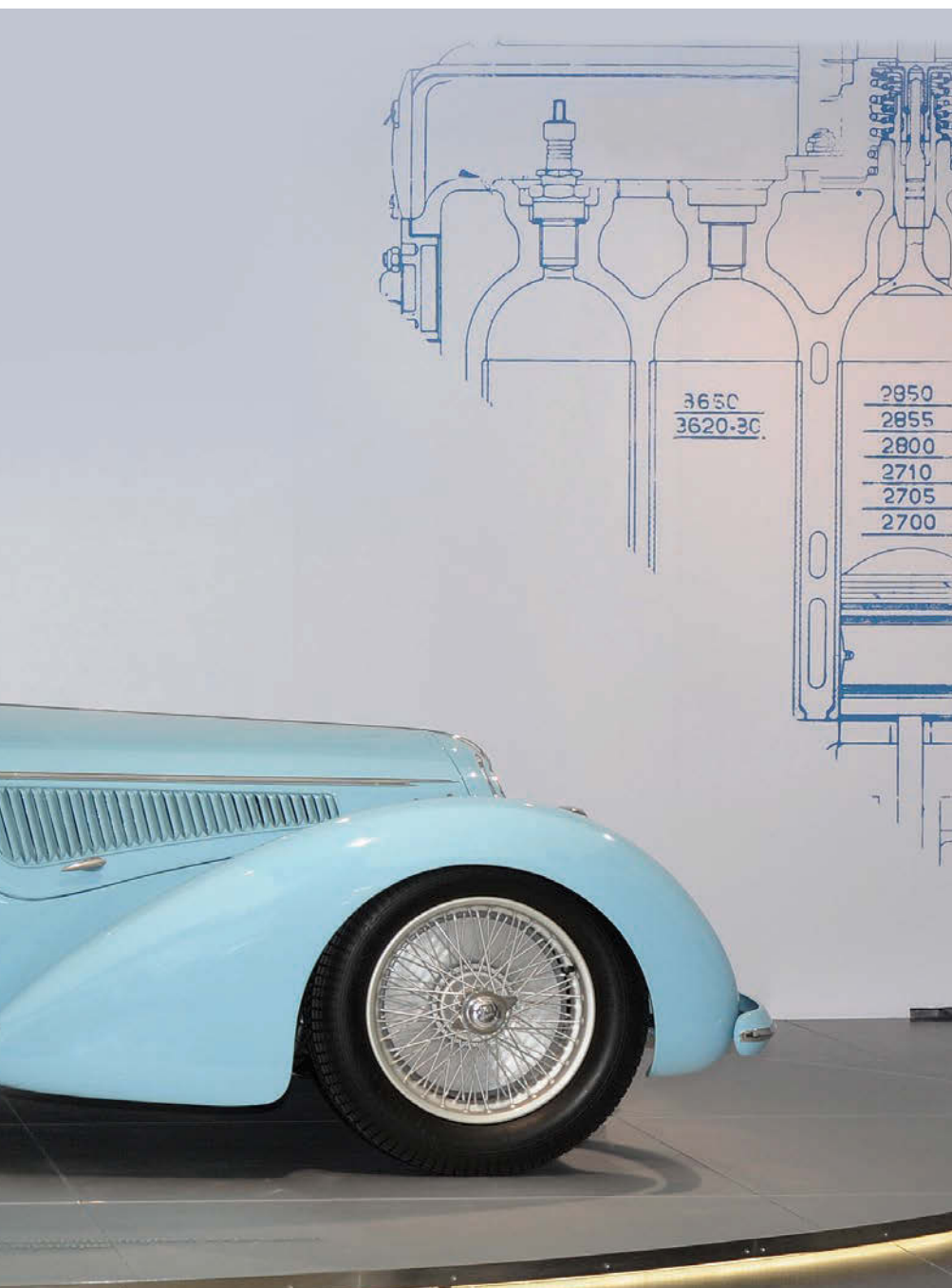
A Quadrifoglio currently takes pride of place in the foyer, its paint covered in pockmarks, its bonnet scrawled with signatures. Closer inspection reveals

it's the very Giulia that lapped the Nürburgring in 7min 32sec: quicker than the Pagani Zonda F and just four seconds adrift of the Ferrari 458 Italia. As an opening statement, this battle-scarred super saloon takes some beating.

Moving into the museum proper, there's a mouthwatering exhibition called Masters of Style. This gathers six prototypes that helped define Alfa Romeo design, including the original Montreal show car and the glorious 1953 Disco Volante ('Flying Saucer') coupé. There are 1970s wedges, too: Pininfarina's 33 Spider 'Cuneo' and Giugiaro's Alfasud Caimano – the latter resembling an escapee from A Clockwork Orange.

Passing through a hall of imposing aero engines you enter the first of three permanent exhibitions: Timeline. Here, significant cars from Alfa's heritage are lined-up chronologically in a sun-drenched, split-level space that realises curator Lorenzo Ardizio's vision of a "temple to Alfa Romeo."





First in line is, naturally, the original 1910 ALFA (Anonima Lombarda Fabbrica Automobili) 24HP – an upwardly-mobile four-seat convertible that, contrary to its name, developed a heady 42hp at 2200rpm. Top speed was around 60mph: mildly terrifying with no front brakes and drums on the rear axle.

If the 24HP looks forthright and functional, the 6Cs and 8Cs that follow it show Alfa Romeo quickly found its sense of style – and how! The triple-headlamp 8C 2300 Corto 'Mille Miglia' is surely among the most elegant race cars ever made. Thankfully, that flourish wasn't lost in more proletarian, post-war Alfas either: the 1955 Giulietta and 1962 Giulia are evidence of that.

Walking downstairs, there's a production Montreal (painted in oh-so-1970s orange) plus an early Alfesud. There's also Alfa's beauty of a supercar, the Maserati-engined 8C Competizione, but my eyes are drawn to the beast alongside: a 164 ProCar. For the uninitiated, the 629hp mid-engined ProCar is essentially a Ligier F1





racer shoehorned into a Pininfarina suit. A colleague, who has witnessed the car in action at Goodwood, tells me it sounds "like a dragon belching."

Moving on to the second of the three halls – Bellezza (Beauty) – the emphasis here is on dream cars, many of them concepts such as the iconic 1968 Gandini-styled Carabo – a direct influence on the Lamborghini Countach. There's an embarrassment of riches here, including Touring's voluptuous 8C 2900 B Lungo (described in the guidebook as "the ultimate Alfa Romeo") and Zagato's Kamm-tailed 1963 Giulia TZ. The most radical car, however, is the earliest: a 1913 ALFA 40/60HP Aerodinamica. This faithful reproduction of the original, teardrop-shaped "torpedo" had its engine inside the cabin so mechanics could tinker on the move. Unfortunately, the choking fumes meant the car's original owner, Count Marco Ricotti of Milan, had the roof sliced off – removing its aerodynamic efficiency at a stroke.

The final exhibition is Velocità, or Speed, a collection of many of Alfa Romeo's most successful competition cars. First up is the 1923 RL Targa Florio, the first car to wear the famous Quadrifoglio cloverleaf badge. Then, lining the perimeter of the hall, you'll find more 6Cs and 8Cs, including the impossibly graceful – and unrestored – 1938 8C 2900 B Speciale Le Mans.

Special mentions must go to the twin-engined 1935 Bimotore (another reproduction, as only one of the two originals survives) and the 1950 GP Tipo 158 Alfetta – winner of the very first Formula 1 world championship. There's also the achingly cool 33 Stradale prototype, plus the DTM-winning 155 V6 I idolised in my youth. The list goes on...

If you aren't a fully paid-up Alfista when you enter the Museo Storico, you will be when you leave. Part art gallery, part museum, it presents the perfectly preserved history of Alfa Romeo in glorious technicolour. Entry is a modest €12 and it's open every day except Tuesdays from 10am to 6pm. Visit the website at [museoalfaromeo.com](http://museoalfaromeo.com) to find out more.







## MEET 'SIGNOR ALFA'

You couldn't ask for a better guide around the Museo Storico than Lorenzo Ardizio, the man who has curated the collection since it reopened in 2015. A stocky 33 year-old with a wry smile, Lorenzo used to be a test driver for Alfa Romeo. He's also worked in the Museo dell'Automobile in Turin and lectured in car design.

“Alfas are simple and unfussy, just like a perfect Italian pizza”

“Our museum is loved by enthusiasts,” he tells me. “People are so passionate, some of them kiss the cars. There are Alfa Romeo clubs in many places around the world where they were never sold, such as Sri Lanka. So we have people visiting from everywhere – it's great.”

I ask Lorenzo to sum up Alfa Romeo. “At the museum, we talk about tradition, speed and beauty,” he explains, “but I'd add passion as well. Alfa is part of the Italian culture. Its design is a balance between form and function, which is very important. Alfas are simple and unfussy, just like a perfect Italian pizza.”

And what does the man in charge of this priceless dream garage drive? “I have a new Giulia for work, but also a 1966 Giulia Sprint GT Veloce and a 1990 Spider for fun. So yes, even at the weekends I am surrounded by Alfa Romeos.”





### 33 STRADALE: 50 YEARS

The latest temporary exhibition at the Museo Storico is entitled '33: La bellezza necessaria' (33: Necessary Beauty). It celebrates one of Alfa's most iconic cars: the 33 Stradale. It's celebrating its 50 birthday, having been unveiled on 31 August 1967, on the eve of the Italian Formula 1 Grand Prix at Monza.

It's the combination of the 33 Stradale's timeless beauty (the work of designer Franco Scaglione) and the Tipo 33 racing chassis that sits underneath it, that make this a candidate for being Alfa Romeo's greatest ever car.

The temporary exhibition is a 33-step path tracing the car's history, the characters behind it and the successes it achieved. Central to the exhibits is the stunning prototype 33 Stradale, which presaged 18 production examples being made.

But it's the 33-based concept cars that really steal the show. The Museo houses five of the six concepts which used the 33 chassis, all of them sensational. There's Bertone's 1968 Carabo, the 1969 Giugiaro-penned Iguana, Pininfarina's 1969 33/2 Coupe Speciale and the 1971 33 Spider (later baptised the Cuneo, which was created when Paolo Martin dismantled the previous 1968 P33 Roadster). The last is Bertone's Navajo, made in 1976.

Then you have Alfa's sensational 33 racers: 33/2 Daytona, 33/3, 33 TT12 and 33 SC12 turbo. Best selection of concept and racing cars ever gathered in one location? We think so. 🇮🇹







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# F40 at 30

It seems amazing that the F40 is now 30 years old – born just over half way through Ferrari's 70-year existence. Is this most iconic of 1980s cars still the supercar daddy?

Story by Chris Rees  
Images by Michael Ward







**T**hirty years after its launch, the Ferrari F40 still has the capacity to shock. Pulling 'our' F40 out of its garage for the photo shoot still results in a sharp intake of breath. That Cam-Am style wing over the lowest, widest rear end you ever did see; the hunkered-down profile; and then the gruff 'thwob-thwob' sound of the turbocharged V8 being fired up – arguably no car has ever matched the F40 for drama.

Ferrari's supercar thundered into existence in 1987 to pummel into oblivion any qualms that Maranello might have gone 'soft' in the 1980s. Here was a virtual racer in street clothing; compared to the almost effete look of the 288 GTO that preceded it – and gave Ferrari its first road-going turbo car – the F40 was brutality personified. Pininfarina's testosterone-charged shape is surely the most instantly recognisable of any recent Ferrari, and perhaps the most iconic of any mid-engined supercar.

Launched in July 1987, it was given the 'F40' moniker to commemorate the company's 40th birthday and it has the very special distinction of being the very last Ferrari signed off by Enzo himself, before he died in 1988.

The F40 was born out of the 288 GTO Evoluzione Group B race car programme, which never got going. As a result, the Ferrari F40 is perhaps the purest, most focused supercar ever built. It was unquestionably the world's fastest and most dramatic supercar at the time. It was probably also the very first production road car genuinely capable of exceeding 200mph – as opposed to being claimed to do so.

This was a car all about purpose: essentially a competition machine turned road car. The F40's chassis was a wider version of the 288 GTO's tubular steel frame, as evolved for the Evoluzione Group B racer. Luxury formed no part of the equation: this was a stripped-out, lightweight, old-school machine with almost no driver aids.

The bodywork was not just dramatic but genuinely innovative, being made entirely of composites (Nomex, Kevlar and carbon). Of the eleven body panels, the enormous one-piece front and rear sections dominated the car's look. Even the rear screen was made of composite material (vented Plexiglas).

The cabin echoed the stripped-out racer theme, with ultra-focused race-style seats, no radio, no carpeting, no leather and almost nothing covering the bare carbon interior – just a flocked finish for the dash,





centre tunnel and roof lining. You did get air conditioning, though, to keep that hot cockpit cool.

While the 288 GTO had already trailblazed the turbocharger era for Ferrari, the F40 saw it reach a new peak. An enlarged 2.9-litre version of the GTO's V8 engine had two turbos strapped on, resulting in peak power of 478hp. Weighing only 1100kg (dry), the F40 could do 0-62mph in just over four seconds and reach 200mph, faster than any other road car before it.

At launch in 1987, the F40 was priced at £160,000 – the equivalent of over half a million pounds in today's money. Between 1987 and 1992, there was very little in the way of development, the only real changes coming in 1991 when catalytic converters were fitted and adjustable suspension was offered as an option.

A total of 1311 F40s were built over a five-year run,

all painted in Rosso Corsa and all in left-hand drive (apart from seven RHD cars for the Sultan of Brunei). Of these, around 600 were sent to the USA to a slightly different spec, including aluminium fuel tanks in place of rubber ones, a black rubber chin spoiler and side marker lights.

### ON THE ROAD

The F40 comes with a reputation that's been 30 years in the making: as one of the world's most exciting and, at the same time, most intimidating supercars. Even before you're moving in anger, it's already tricky: its sheer size makes manoeuvring difficult, visibility is akin to looking out of a postbox and the low ground clearance often catches you out. But that's really not why it's intimidating: it's the raw way it drives that has





your upper lip sweating and your neck hairs bristling.

The V8 only really comes to life once the turbos have spooled up, which happens around the 3500rpm mark. And oh boy, once they do, you know about it. Wild donkeys have less of a kick. But unlike many rev-shy turbo powerplants, the F40's V8 begs to be extended, as its red line set at 7800rpm attests. The sound as you do so is a truly intoxicating mix of

This is clearly a love affair for John but it didn't necessarily start like that. He was dissuaded from buying a superb F40 from Fosters because someone said he'd kill himself driving it. That was silly in retrospect, he admits. "I paid a lot more by waiting. The F40 is twitchy and I've had a couple of 'moments' in it, for sure, but it's really not a monster."

Moments? "It'll follow white lines, bash into the

## “Value? I don't care – I'm going to be buried with it”

mechanical beef, screaming exhaust, whoosh turbo and chattering wastegate.

There's only one way to describe the driving experience: 'hard' – as in Vinny Jones hard. The suspension is ultra-firm, revealing every minor imperfection in the road surface – a real race car feel. The grip from the enormous 245/45 front and 335/35 rear Pirelli PZero Asimmetrico tyres is towering but, when those turbos start spooling up, you'd better be alert because the rear wheels can lose traction in an instant. Oh, and there's no traction control to save you.

As soon as you're into your first corner, you're instantly appreciative of the sharp turn-in, and the accuracy and hefty feel of the steering. Mid-corner bumps can deliver a bit of kick-back through the wheel, though, and the F40 loves to follow white lines like a tram. The classic open gear gate has that fabulous clicky-clacky ultra-mechanical feel, the clutch pedal is heavy and the brake pedal calls for heroic levels of pressure. Like we said, it's hard.

### OWNER'S VIEW

John Reaks has a thoroughly refreshing attitude to Ferrari ownership. When asked how many miles he does in a year, he replies, "As many as I can put on it!" while his view on the car's value is simple: "I don't care because I'm going to be buried with it."

smallest pothole and if you floor the throttle, it will skitter so much that it wants to throw you into a ditch. On cold tyres, it really dances. But the brutality of its turbos is exaggerated: you can modulate the boost by backing off the throttle, changing gear and maintaining boost pressure."

As a former 288 GTO owner, we asked John to compare his F40 to its predecessor. "The F40 is more balls out, more engaging and more fun," he says, "but also more of a handful. The GTO is undoubtedly easier to drive with its sweet turbos and balloon tyres."

This 1991 'middle-spec' F40 has non-adjustable suspension and catalytic converters. When purchased, it had AP brakes and a Tubi exhaust. "The turbo lag was horrendous," recalls John. "Nothing was happening, then it would suddenly be warp speed. But when I went for Classiche certification, I had it returned to the original-spec Brembo brakes and 'dustbin' exhaust, and the turbo response was transformed – original is clearly best."

Challenges? The air con only blows cold air into the face-level vents, not the demisting ones, so the screen mists up badly. The alternator belt suffers from a clicking sound. And if you run on low-RON fuel at high altitude, it can suffer from fuel starvation. As for running the car, John says it's a cinch: Barkaways looks after it for him (01622 872100, [www.barkaways.com](http://www.barkaways.com)).





## TECHNICAL SPECIFICATIONS

### FERRARI F40

ENGINE:	2936cc V8 twin-turbo
POWER:	478hp at 7000rpm
TORQUE:	426lb ft (577Nm) at 4000rpm
TRANSMISSION:	Five-speed manual
SUSPENSION:	Double wishbones, coil springs and anti-roll bars front and rear
BRAKES:	330mm ventilated discs front and rear
TYRES:	245/45 front, 335/35 rear
WEIGHT:	1100kg (dry)
MAX SPEED:	201mph
0-62MPH:	4.1sec



John has driven this car at Spa, where he reports that its aerodynamic prowess is clear. He even shoehorned a very tall driver in by removing the seat and getting him to sit on the floor!

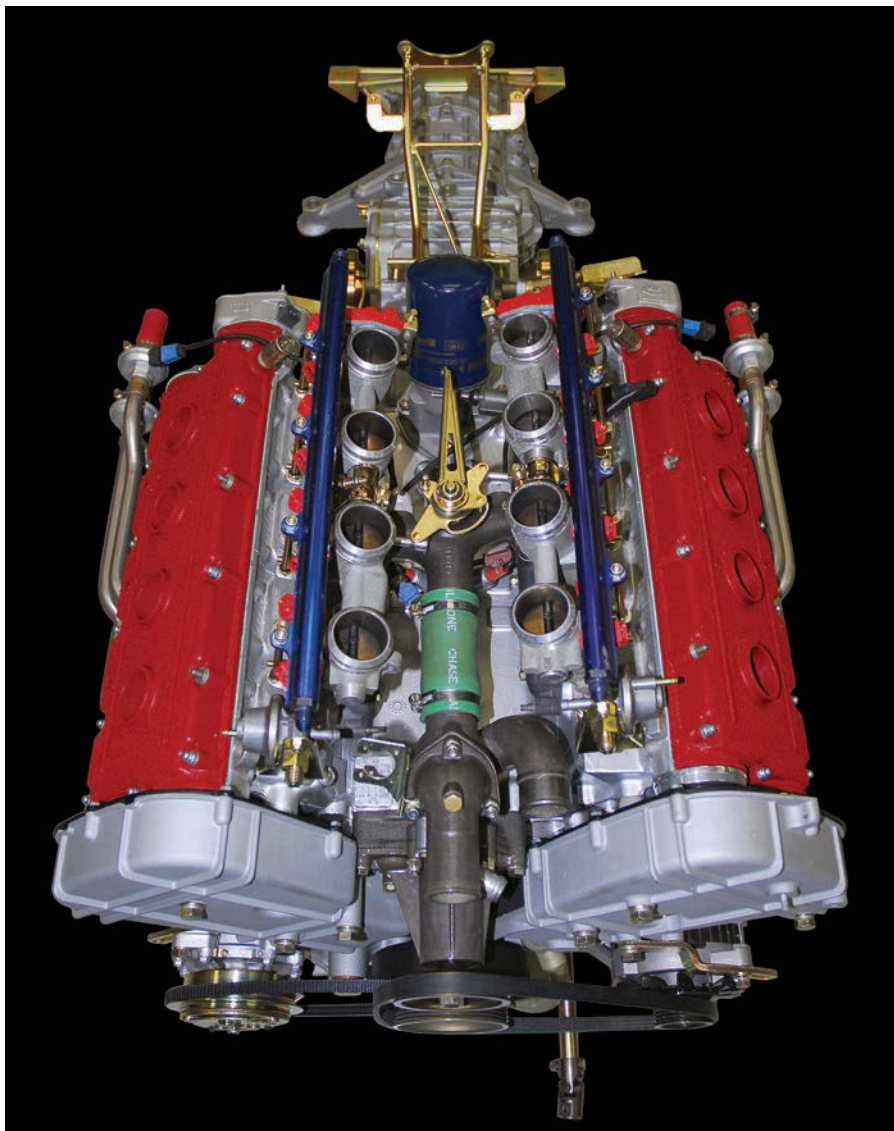
One very nice touch on this car is that a previous owner, Frank Mountain, took it to Maranello when he bought a Ferrari F1 car and got Michael Schumacher to sign the door sill – the signature's still there, covered in protective plastic.

### F40 FOIBLES

So what can go wrong with the F40? The 2.9-litre V8 is a very tough unit. If there's a problem, it's most likely to be an electrical one: you need to find a good specialist with experience in the unusual Weber-Marelli engine management system. Cars that have had upgrades to the turbos and fuel injection are best returned to their original spec. The turbos do get very hot but they are fairly simple to overhaul. Post-1991 cars have catalytic converters fitted.

The F40 has rubber fuel cells which need replacing every 10 years at £12,000 a pop. The factory fuel pump is prone to cracking and leaking fuel, so is often replaced with a more robust one.

The differential is mounted on the back of the engine in unit with the five-speed all-synchromesh gearbox (a non-synchromesh sports 'box was offered as an option).



### SALES & SERVICE:

Autofaccina, 5 Ruxley Lane, Epsom, Surrey KT19 0JB. Tel: 020 8391 0002.

Web: [www.autofaccina.co.uk](http://www.autofaccina.co.uk)

Barkaways, Unit 6 Arnold Business Park, Branbridges Road, Tonbridge, Kent TN12 5LG. Tel: 01622 872100. [www.barkaways.com](http://www.barkaways.com)

DK Engineering, Little Green Street Farm, Green Street, Chorleywood, Herts WD3 6EA. Tel: 01923 287 687. Web: [www.dkeng.co.uk](http://www.dkeng.co.uk)

Emblem Sports Cars, Unit 2c & 2d, Sharp Road, Poole, Dorset BH12 4BG. Tel: 01202 722247. Web: [www.emblemsportscars.com](http://www.emblemsportscars.com)

Foskers, Unit 5 Brands Hatch Park, Scratchers Lane, Fawkham, Longfield, Kent DA3 8PU. Tel: 01474 874777. Web: [www.foskers.com](http://www.foskers.com)

Hoyle-Fox Classics, Unit 9, Wycke Hill Business Park, Maldon, Essex CM9 6UZ. Tel: 01621 841444. Web: [www.hoylefoxclassics.co.uk](http://www.hoylefoxclassics.co.uk)

Joe Macari, 249-251 Merton Road, London SW18 5EB. Tel: 020 8870 9007. Web: [www.joemacari.com](http://www.joemacari.com)

Rardley Motors, Headley Rd, Grayshott, Hindhead, Surrey GU26 6LB. Tel: 01428 606616. Web: [www.rardleymotors.com](http://www.rardleymotors.com)

### PARTS:

Eurospares. Tel: 01787 477169. Web: [www.eurospares.co.uk](http://www.eurospares.co.uk)

Maranello Concessionaires, Unit B8 Crabtree Road, Egham, Surrey TW20 8RN. Tel: 01784 436222. Web: [www.ferrariparts.co.uk](http://www.ferrariparts.co.uk)

Superformance, Unit G1, R D Park, Stephenson Close, Hoddesdon, Herts EN11 0BW. Tel: 01992 445 300. Web: [www.superformance.co.uk](http://www.superformance.co.uk)





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### TYPICAL PRICES

1989, 12k miles, £820,000  
 1991, 10k miles, £850,000  
 1991, 9k miles, £950,000

Apart from a normally notchy action, it's very robust. A replacement clutch is around £4000 fitted from specialists such as Foskers (01474 874555, [www.foskers.com](http://www.foskers.com)).

Post-1991 cars came with the option of electronically

adjustable suspension, which offers better ground clearance over speed bumps, but generally speaking, non-adjustable cars are favoured. The split-rim Speedline alloys have a tendency to weep air, which can be hard to fix. The weak standard brakes are often uprated – Brembo upgrades are favoured as they can be used with standard 17-inch wheels.

The F40 uses carbon-Kevlar body panels, repairs to which are extremely expensive. Check the nose section, underbody and front splitter in particular. Early cars had Perspex sliding windows, which scratch easily, while the rear quarter-lights and rear screen go milky and are very expensive to replace.

All F40s were supplied with fragile red cloth seat trim which is costly to replace. The F40's fusebox really isn't up to the task so aftermarket replacements are common. Make sure that your car comes with its original leather wallet, handbook, service book, toolkit and spare keys.

### MARKETPLACE

The F40 is undeniably one of the most desirable Ferraris ever made – perhaps the most desirable of all as a driver's car. Yet because the F40 was made in relatively high numbers, it remains surprisingly affordable alongside, for instance, the rarer 288 GTO, which the market values at three times an F40.

The entry-level point for an F40 today is around the £800,000 mark; the very best ones are worth over £1 million. Most examples have very low mileages, and ones at the lowest end have the highest asking prices. However, originality and provenance is much more important than a low odometer reading. A Ferrari Classiche certificate is a big boon as it authenticates the car based on its originality and authenticity. 🇮🇹





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**1991 Alfa Romeo Spider S4.** Immaculate example of this rare model in an amazing bright white with tan seats trimmed in Alcantara. Only 53,502 miles, excellent condition with gleaming paintwork, interior unmarked with the original seats showing no wear. The alloys have no marks at all and the engine bay is also very presentable. Has original hood in excellent condition, the car looks like it has just left the factory. Upgrades include a Momo leather and wood wheel with matching wood gearknob, Koni shock absorbers, code red springs on rear, a Squadra chip for improved mid-range torque and slightly better MPG, Sony radio with iPod compatibility, upgraded front and rear speakers, wind-stop, and Alfa branded mats. Cherished and garaged all year round, only used April to August, serviced by myself or Alfa specialists, regardless of cost, superb mechanical condition, full history file. Complete with the original, unmarked hardtop with all the fixings. It has only one previous owner and is an AROC Concours winner. It was also chosen to feature in a road test in *Auto Italia*, edition 186. Unwanted sale but I have too many Alfas and this one is not used as much as it should be and I need the space. The price reflects the condition of the car and the recent valuation by the AROC 105 registrar. These are becoming rarer in this original condition, with low mileage and it can only continue to go up in value, £15,995. Please call for more details and photos: 07711 732844. A262/016



**1965 Alfa 1600GT Giulia Sprint 1600.** 55,000 miles, Bianco, registered 18/1/66 in South Africa. Bills and licences from new show that the car remained in the dry climate of the Transvaal for much of its early life, only being imported into the UK 8 years ago. Full history file shows bills and MOTs from new. Mechanically excellent, beautiful, perfect bodyshell, very original with new fast road suspension, new MOT, large spares package, £29,500. Tel: 01359 259762 or 07866 473184. A262/035



**1967 Alfa Giulia.** White, sprint and hill climb car, solid shell. Fitted with 2 litre 8 valve twinspark engine with twin 45 Dell'ortos, OMEX programmable ECU, power output 173bhp. Race spec LSD, lightweight suspension components and race spec springs, fitted with rear rollcage, FIA seat and fourpoint seat belts. Two sets of wheels and tyres, fibreglass boot and bonnet. The car is currently being used in the Classic Marques championship, £15,000 ono. Tel: 01529 469254. Email: p.jaggard@talktalk.net. A262/033



**1975 Alfa Romeo Bertone 1600 GT Junior.** One of the last examples of this car to be produced. The owner has enjoyed the car for 17 years but due to age, the driver not the car, it's time to sell. Sprayed Alfa Red with black/red material seats, it has had an engine rebuild at 100,000 miles and a gearbox overhaul last year, paintwork is pristine and it has been maintained by Alfa specialist Intaservices in Leicester, price £21,500 ono. Tel: Richard, 07951 135978. A262/001



**Alfa Romeo Alfasud Ti 1186cc.** Lovely car, 1977, 78,000 miles, owned by me 10 years. Solid but not immaculate, MOT, drives well. New cam belts. Clutch, discs, calipers pads and tyres all replaced within last 3000 miles. A few bubbles in left rear arch and door bottoms, superb elsewhere, great fun to drive. Have driven to events in Germany and UK, wish this to go to another enthusiast, and not stuck in a barn, £6500 ono. Tel: Nick, 07772 904271. A262/041



**1977 Alfetta 1.8.** 25,000 miles, Giallo Piper, one owner since new in August 1977. Always been garaged and well looked after, very low genuine mileage, 25,000 miles, with all MOTs as proof. Engine runs like new, totally original bodywork, which is in very good condition with some minor dents and the odd spot of rust, which has been treated, POA. Tel: 07880 688069. Email: sales@prestigecarsagent.com. A262/017



**1979 Alfasud Super 1.3.** 46,000 miles, Pino Verde, not concours but very good condition and solid underneath. Owned almost 15 years, full respray around 10 years ago, good file of history including original purchase invoice from the dealer. Always garaged and serviced regularly in my ownership. Not desperate to sell but it's getting far less use than it needs/deserves, open to sensible offers and I'm happy to keep it if there are no takers. Tel: Ed, 07811 215628. Email: e.meardon@btinternet.com (North Devon). A262/037



**1978 Alfetta GTV 2000.** Genuine 38,000 mile 2 owner car with loads of history (inc original bill of sale). Been dry stored for the last 10 yrs or so. Starts and drives. Interior is excellent further confirming mileage, bodywork is very solid. Only major rust is in bootlid (very common in these), front wings have been badly painted at some point and paint is flaking off and a couple of patches can be seen on sills. It has been dry stored in my unit as I had the intention of recommissioning, but do not have the time, asking price £5995 or near offers. Tel: 07870 222296. Email: james@jnbhltd.com. A262/036



**1992 Alfa 33 1.5IE non-cat.** 48,000 miles, gold, FSH and tons of bills from day one. In near mint condition with excellent bodywork and very tidy underneath, MOT April 2018. I bought the car from Phil Parfitt (Alfa Craft) in London two years ago, loads of work carried out since 2012 including rebuilt heads, new clutch, radiator, shocks, cam belts, full brake overhaul and gearbox overhaul, contact me for a full list. Original, unmolested, unmodified, £3500. Tel: Mark, 07507 742395. Email: markakarolak@gmail.com (Crewkerne, Somerset). A262/040



**1992 Alfa Romeo 75 TS limited edition.** 100K, red. Sadly it's time to let go of our lovely Alfa 75 rare ltd edition. This car has been loved and serviced throughout its life, and benefits from Recaro seats and sunroof, very clean inside and out, £6000. Tel: 01279 723189 for viewing. A262/025





**Alfa Romeo 147 JTD.** Diesel, 1900cc, 5 speed, 53 (Sept 2003), MOT Aug '18, HPI clear, major service Dec '16 inc Gloplugs, full book pack, good tyres, 153K hence £950. Tel: 07928 110528 (Yeovil). A262/046



**Alfa Romeo 147.** 13,309 miles, silver. It will need a new exhaust end box and a good service as it was serviced over a year ago, it drives very well and has two sets of keys. It has always been serviced regularly and runs exceptionally well, only having done just over 13,300 miles. For further details please contact stefanol@kobaltlaw.co.uk. A262/021



**2004 Alfa Romeo 147 GTA.** Immaculate example, rare model with superb V6 engine. Nero Metallico with black and tan leather Only 52,195 miles. In excellent condition with gleaming paintwork. The leather interior is also unmarked. It looks like nobody has ever sat in the back! Fitted optional extras from new including 18" turbine alloys (perfect), Xenon headlights, 10 disc CD player, deep pile fitted 147 mats. Upgrades include a Q2 limited slip diff, Ragazzon s/s exhaust and FK Silverline coil-overs (lowered suspension). The brake calipers, in red, have recently been refurbished. Cherished with a full service history from a mixture of main dealers and Alfa specialists, full history file. The cam belts were changed in May 2014 at 47,607 miles and so do not need changing until May 2019. This GTA was chosen to feature in a road test in *Auto Italia*, edition 184. A somewhat unwanted sale but I have too many Alfas and this one is not used as much as it should be and I need the space. The price reflects the condition of the car these are becoming rarer with low mileage, it can only go up in value, £11,500. Please call for more details and photos: 07711 732844. A262/039



**2007 Alfa Romeo 147 1.6 Collezione.** 48,000 miles, red, FSH, very good condition, lots of work done including cambelt, next MOT March '18. Full leather interior in good condition, 17" alloys, all work done at Alfa specialist since ownership. Some stone chips on bonnet which have turned into surface rust, £2200. Tel: 07568 373881. Email: ajholvey@msn.com (located in south east London). A262/028



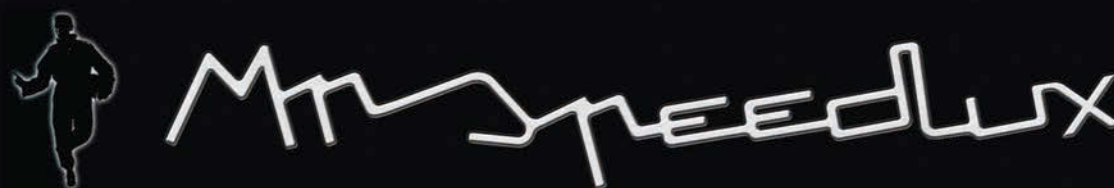
**Alfa Romeo 147 GTA.** Gabbiano Blue with black leather. 48,000 miles, 18" alloys, Scorpion GTA exhaust, Autodelta air filter system, fresh MOT and service, £8995 ovno. Tel: Tom, 07850 539117. A262/038



**2008 Alfa Romeo 156 2.0 TS Selespeed.** 51,000 miles, Capri Blue metallic, very low mileage, excellent condition. Full yearly service history, major service in January with timing belt, water pump changed, and air con serviced. Owned from new, a full spec 156, grey leather upholstery, 10 CD cassette player, rain sensitive wipers, and rear parking sensors, MOT 1/2/2018. This 156 is one of the last to be produced - future classic, £1950 ovno. Tel: David, 07732 192734 or 01582 792363. Email: david@drjhunt.co.uk. A262/020



**Alfa Romeo 159 2.2 JTS Lusso.** 2006, red unmarked interior, new timing chains and private plate included. 100,000 miles, 1st class condition, service history, £2950 ono. Email: mikestephensuk@gmail.com. A262/042



**1964 Alfa Romeo Giulietta GTC**  
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#### Alfa Romeo 156 Sportwagon.

Registration 'WO04 CDX', owned for 12 years, full service history, bodywork in good condition, 204,000 miles, 10 months' MOT. Removable tow bar and roof rack, brake lines recently renewed, new clutch @ 164,000 miles in 2015, £900. Tel: 07557 670036 (Norwich). A262/031

#### Alfa Romeo 156 2.0 litre Twinspark

**Lusso.** 130,000 miles, great condition, W-plate, Dark Red, FSH, £1250. Tel: Ray, 07886 002482 (Essex). A262/061



#### 2008 Alfa Romeo 159 1.9 JTDM.

120,000 miles, Stromboli Grey, 12 months' MOT, full service history, bodywork and interior in excellent condition. Black leather, 17-inch alloys, remapped, all the usual extras, new turbo replaced in August 2017 with 3mth warranty from date of receipt, new fuel filter and DPF sensor, spent £1300 in the last 4 weeks. A wheel bearing does need replacing and does have some age related minor scratches, the towing eye area has a small dent, otherwise perfect, £2495. I've owned her for 7 years, selling a couple of my Alfa 159s due to change in circumstance. Tel: 07423 063852 (Ruislip). A262/022



**1984 Alfa Romeo GTV 2.0.** 71,000 miles, red, MOT July 2018. Bills paid over last two years for £4400, including brake pads all round and new front calipers, new electronic ignition, coil, plugs, h/t leads, new fuel pump, clutch slave cylinder, reconditioned starter, new exhaust centre-box. Car in regular use but I now regard it as worthy of plenty of cosmetic work, ideal as a running restoration, but some sort of fuel starvation issue occurs when at motorway speed - the car falters and stops but then starts up fine after a wait of five minutes.. vaporisation? Otherwise starts and runs fine. Nice interior, some MOT certificates back to 1991, £3500, sensibly priced for an enthusiast Alfisti to take on. AROC member in Reading, Berkshire. Email: Tom, tomrpscanlan@yahoo.co.uk. A262/045



#### 2011 Alfa Romeo 159 Ti Sportwagon

**1.7 petrol Turbo.** 75,000 miles, black, one of the last 1.7 Ti Sportwagons. Carefully maintained by Veloces and Autocasa (Coventry) since bought when 1 year old. Xenons fitted, six 19-inch alloys, silver mirrors and roof bars. Cambelt changed, FSH, vgc, £6995. Tel: 07780 954909. Email: stewartduthie1@btinternet.com (West Midlands M6/M40). A262/047



#### 2007 Alfa Romeo 159 2.4 Ti Lusso

**JTDM.** 159,000 miles, red, 260bhp, 464lbs torque, FSH, remapped/chipped, recent service. Engine rebuilt at 100k by Autolusso, purchased from Autolusso owner (Ned), new: turbo, race clutch. Brembo pads and discs, no expense spared. Registered as cat D due to side wing/door damage, pics available of damage, repaired by insurance approved garage, full respray). All the usual extras, 19-in refurbished alloys, 7-in touch screen sat nav, bluetooth, dvd, heated electric seats, £4750 ovno. genuine reason for sale. Tel: 07423 063852. A262/049



#### 2006 Alfa Romeo 159 Lusso 2.2 JTS.

45,623 miles, Alfa Special Red, 2.2 petrol, owned from new, black leather interior, 18" alloys, multi CD player, new clutch and flywheel, discs and pads recently replaced. MOT until August 2018, excellent condition, £4700. Email: agarnett60@gmail.com (Rochester, Kent). A262/029



**Alfa Romeo GTV for sale.** 110,000 miles, MOT 01.12.17, cambelt tensioners December 2014 102,000 miles. New Varta battery, recent two Dunlop tyres, exhaust front downpipe, leather interior, paintwork lacquer blistering, drives very well, £650. Tel: 07854 932595. A262/048



#### 1991 Alfa Romeo 164 3.0L V6 auto.

53,000 miles, metallic green, 2 owners. Virtually concours unmarked condition, Speedline alloys in mint condition with almost new tyres (plus another set of Speedline alloys with almost new tyres), MOT to 27/2/2018 with no advisories, just serviced, all new belts etc. Recent bills for £1200, unmarked velour upholstery, collector's item, faultless, private plate will be removed, £6000. Tel: Alun, 0151 327 2711 or 07836 643237. Email: alun.clayton@hotmail.co.uk. A262/019



#### 1995 Alfa Romeo 164 Cloverleaf V6

**24V Pininfarina.** 91,600 miles, Alfa Red, 5 speed manual, built in 1995, leather heated 6 way electric front seats, electric sunroof, 16-inch alloys, leather gearknob, tinted top front windscreen, 4 new premium brand tyres, full respray, new ECU, engine top end rebuild, long service history with recent service with gearbox oil change, cambelt and tensioners replaced Jun 2017, new hand made radiator to manufacture specification, wheel bearings replaced, electrics checked and part of loom replaced due to corrosion, £11,990, free national delivery. Tel: 01243 641117. A262/018

**2005 Alfa Romeo GT 3.2 V6.** Red, good condition inside and out, work carried out since October 2015 93,000 miles, now 96,000, wheel alignment, 2x new tyres, battery 2017, replacement timing belt, auxiliary drive belt, anti-rollbar bushes, new brake disc and pads all round, £4250, payment on collection from Reading or Marlow if easier. Tel: Peter, 07880 550860. A262/043

**Alfa Romeo GTV 2000 S3.** 1985, red, 99,000 miles, renovation/spares/repair, £800. Tel: Martin, 01737 769887. Email: airmart@hotmail.co.uk. A262/006



**1999 Alfa Romeo GTV 2.0 TS.** 123,600 miles, metallic blue, service history, all MOTs since 2004, cambelt 3500 miles ago, mint grey cloth interior, recent oil service, maintained by Monza Sports Tuning using only genuine parts, good Pirelli tyres, rear spoiler in primer included, second car so little used. Tel: 07512 180323 (Sussex). A262/027



#### 2005 Alfa Romeo 916 GTV 2.0 JTS

**Lusso.** 49,000 miles, silver, black leather interior. Good P7s, belts etc, water pump, variator and spark plugs just replaced, all original keys, £1990 ono. Text or tel: 07543 351060 for more info from AROC member/owner. A262/026



#### 2011 Alfa Romeo Giulietta 1.4TB

**Turismo.** Petrol, 32,000 miles, owned from new, always garaged and MOT until March '18 with full service history. Beautiful metallic Rosso Red paintwork, alloys and a very tidy black cloth interior, genuine reason for sale, £5500 ono. Tel: Michael, 01652 648258. A262/050



**2008 (58 plate) Alfa Romeo Brera S Prodrive.** Special edition, certificate/car number 50. Alfa Red, clean, mint and 'cared' for. Full Alfa main dealer yearly service history, with stamped book, 23,000 miles to date, one owner from new. Full red stitched black leather (including dashboard) interior, with Prodrive seat badging, garaged kept, Brera S book, current MOT to Sept 2018, £12,500 ono. Tel: Nick, 07747 193175. A262/014

**2012 Alfa Romeo MiTo Distinctive 1.4 TB.** Petrol, 135bhp, 29,500 miles, black, 17" Circle alloys. Full service history, last serviced May 2017, MOT to May 2018, all keys, documents and radio code details provided. A looked after car with interior as good as new, sale due to passing of club member, £4750 ono. Tel: Stephen Mead, 07717 721597. Email: stephenmead10@talktalk.net (south Bucks). A262/024



#### 2009 Alfa Romeo Brera S Prodrive

**2.2.** 72,000 miles, black. Car is in excellent condition with full service history and has had a new timing chain and just passed through our workshop where we completed the 72,000 mile service, £8995. Tel: Mario, 01473 211123. A262/023





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**Alfa Romeo Giulia 1.4 Sportiva.** 2012, 70,000 miles, Black (Etna). Arrival of new Giulia means I need sadly to sell my Giulietta 1.4 Sportiva 170bhp, which I have owned since new. Full main service dealer history until they closed, then by specialist Alfa garage in Dundee. AROC member for many years. Looks like QV, more economical but still handles beautifully, MOT due September, £6250, prefer to sell to Alfa appreciator. Tel: David, 01259 753304 or 07834 677459 (located central Scotland). A262/051

## FIAT



**Fiat Seicento Sporting MPI.** 2003, silver, black and grey interior, sunroof, new tyres and exhaust, FSH, long test. Only 11,000 miles from new! Virtually as new underneath and underbonnet, £2195. Tel: 01684 892906. A262/002

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**Lamborghini Espada.** Rare auto, last RHD delivered, 1978, nice history, superb condition, rust free, perfect paint/interior and under bonnet detailing, s/s exhaust, including manual gearbox, p/x £145K. Tel: 07737 174200. A262/052



**Lamborghini Jarama S.** LHD, very rare, metallic Bronze, new tan leather interior, diff/gearbox rebuilt, new chrome, rear lights resprayed, sports exhaust, build paperwork, fascinating history, £145,500. Tel: 07476 552398. A262/054

## LANCIA



**Lancia Delta Integrale Evo 1 (Waterspray version) 1991.** Owned since 2002 (at 76,000km/47,000 miles), currently on 97,000km (60,000 miles), imported by previous owner from Italy in 1998. Modifications include: Techno 2 tubular manifold, Supersprint SS exhaust, front mounted intercooler, roller bearing T38 turbo, Auto Integrale 'Fast Road' cams, 630cc fuel injectors and uprated fuel pump, rebored cylinders to 84.6mm, custom remap by FC Performance: boost pressure increased to 1.45 bar, BC coilover suspension kit with adjustable top mounts. The car underwent the majority of the modification work in 2010, while the work was carried out all mechanical and electrical components, electrical sensors, bolts, washers etc, were refurbished or replaced with OEM parts or uprated items. The car is in exceptional condition, unfortunately due to a serious knee injury, I have to consider selling this car, to say I am saddened is an understatement! £35,000 ono. Tel: 01981 580068. A262/058

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**1994 Lancia Delta Integrale Evo II.** £41,000 ono, Lord Blue with tan/beige Alcantara interior (high back). Mechanically excellent with huge service history, MOT and original documentation. All recent work completed at Auto Integrale and NJS Pershore. Bodywork in fair condition with no rust, and recently detailed, interior in fair condition, air con disconnected but supplied with the car. Stored in a heated, dehumidified garage. Definitely a great value investment opportunity or a car you can just get out and enjoy! All questions answered, please call 07469 145123 for more info. Email: sjeffreys@gmail.com (Stratford upon Avon). A262/009

## MASERATI



**2009 Maserati Quattroporte S 4.7 auto V8 4dr saloon.** Just 32,016 miles from only 2 owners, Grigio Alfieri metallic paintwork with Grigio Ghiaccio leather, Grigio Medio piping interior. All usual refinements plus factory fitted power sunroof, active shifting paddles, electric and heated front and rear seats, auto dimming mirrors, front and rear parking sensors, Bose multimedia system, iPod connectivity, TPMS. Gorgeous example with service history and 6 months' warranty, £29,995. For further details please contact Ftech Engineering, www.ftechengineering.co.uk. Tel: 01392 829599 or 07773 328543. Email: tim@ftechengineering.co.uk. A262/053



**2005 90th Anniversary Maserati Spyder.** Exceptional example of a 90th Anniversary Spyder in Britain if not Europe, 8890 miles only, only 1 previous owner. Annually serviced by Graypaul Nottingham, garaged in a bubble at all times, never driven in the wet. Full service history with all documents available for scrutiny, £52,950. Tel: Darren, 07957 541894. Email: darren@darrenbywater.co.uk. A262/059



**Maserati 3200 GTA.** 2002, an excellent example of one of the very last 3200s. This beautiful automatic 3200 is finished in Sebring Blu paintwork with Grigio leather interior. First registered in December 2002, it's one of the very last to come off the production line, and so it benefits from all the upgrades made by the factory, including the later steering rack as used in the Assetto Corsa model, and OBD II diagnostics. *Auto Italia* magazine issue 240 featured this very car saying, "What tends to get overlooked is just how much fun the 3200GT is to drive relative to its period rivals... Even the briefest of sorties in each of these cars is enough to tell you that this generation of Maserati GT still stacks up." A copy of the magazine comes included, along with the Automobilia book of the 3200, the Maserati original toolkit and documentation, and the red key. This car has been kept in top condition and driven regularly, as evidenced by the recorded mileage of 92,000 miles from new. Scrupulously maintained and always serviced by Maserati specialists, it comes with a full history file. It even has the original Becker Traffic Pro stereo and sat nav. Both the throttle body and the accelerator potentiometer have been upgraded to modern contactless versions, giving smooth and reliable operation. The engine has had the important cam chain change at the 68,000 mile service. Rear exhaust boxes have been upgraded to stainless steel, and the car rides on the correct specification Michelin Pilot Sport tyres. Very reasonably priced to sell at £15,950. Tel: Wink Hackman, 07768 126866. Email: wink@ntlworld.com (Guildford, Surrey). A262/005

**Fiat Tipo star alloys.** 1993, £175. Tel:

## PARTS

Martin, 01737 769887. Email: airmart@hotmail.co.uk. A262/007

**Fiat 130 parts.** Mostly for coupe. Some blue and ginger interior trim, dash/ instruments, wheels, bright work, some mechanical bits... too much to list. Not splitting, sold as job lot for quick sale and removal. Email me for complete list, £200. Tel: 07798 797262. Email: martinbuckley130@gmail.com. A262/010

**Spares: Fiat 1500 cabriolet.** Variety of used parts including distributor, starter motor, rhd steering box and many other smaller items, offers. Tel: 01684 892906. A262/004

**Lancia Flavia parts.** Vignale hardtop,  A262/004

**Fiat Coupe 20V Turbo part.** Steering rack, excellent condition, only 45K, for sale £100 ono. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Dyfed). A262/056



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**Maserati.** Published December 1999, A4 size, Italian and English text. 64 unmarked pages, great photos, great history, great gift, £9.50. Tel: 07399 359072. A262/015  
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**Items wanted:** anything Lambo, books, mags etc, any country, swap 4 books, mags etc, USA trucks, classic cars, guns, wildlife etc, lots more items to swap, most collectable. Tel: 01277 200530. Email: [dcian@fastemail.us](mailto:dcian@fastemail.us). A262/012

**Wanted: Fiat X1/9.** Preferably a red over charcoal VS but other models considered. Must be in excellent condition, cash waiting. Please email: [julian1@tvsound.demon.co.uk](mailto:julian1@tvsound.demon.co.uk). A262/044



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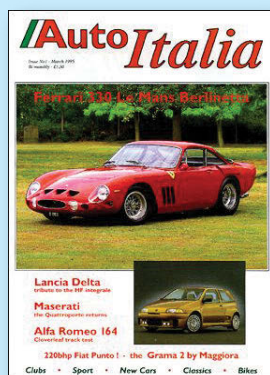
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## **ABARTH**

Allemano 2400 and 2200	19
Abarths at Monza 1998	19
Abarths at Silver Flag	85
Radbourne Abarth 1300	21
595SS	118
600s	29
600s	82
750 Zagato Dubble Bubble.	60
750 Zagato Record Monza.	196
750 Zagato Record Monza + 750	
Zagato Dubble Bubble.	258
850 Allemano Spider	50
Abarth 1000 SP	37
Abarth 2000 SP	165
Abarth 2000 SP	250
Abarth Osella PA1	30
Abarth Osella PA2	89
Abarth Osella PA2 Nordschleife	144
Abarth 1300 OT	43
Abarth OT 1300	93
Abarth Simca 1050 Corsa.	222
Abarth Simca 1300	119
Abarth Simca 1300 OT	143
204A Cisitalia Abarth	199
205A	220
207A Boano	48
1000 Bialbero	50
1000 TCR	106
1000 TC	145
1000 TC v 600 Modified	238
Abarth Tipo 139	197
Abarth Tipo 140	201
1500S	217
2200 Allemano Spider	147
850, 1000 OTR	55
1000 Berlina Corsa /Abarth Simca	
2000 / 500 Esse Esse	167
750 GT Zagato / 500 Trofeo / 124	
Stadale / 1000TC (VBH)	168

850TC Nürburgring	103
850 Allemano	58
OT 1600 (rep)	235
Scorpione Corsa Prototipo	141
Abarths at Monza	58
Autobianchi A112 Abarth	75
Autobianchi A112 Abarth	170
Autobianchi A112 Abarth	217
Ritmo (Alitalia)	90
Ritmo Group 2	229
Formula Italia	90
Formula Abarth 033	138
124 Abarth Rally	67
124 Abarth Grp 4 Rally x2	73
124 Abarths x3	145
124 Abarth Rally	196
124 Abarth Rally Group 4	214
124 Abarth Rally Targa Florio	257
124 Abarth/Fulvia/Alpine	32
Polish/124 Group 4 Abarth	38
San Remo Rally 124 Abarth	47
131 Abarths x3	178
131 Abarth Stradale	43
131 Abarth	53
131 Abarth/Integrale/Coupe	58
131 Abarth Alitalia	68
131 Abarth (San Remo)	81
131 Prototypes	215
131 Abarth Diesel	231
131 Stradale v Group 2	251
X1/9 Prototipo	130
Abarth Rally Range 2004	
Panda/Stilo/S1600	96
Panda Rally EVO 2007	136
Stilo WRGB 2005	101
Stilo WRGB 2006	129
Stilo Trofeo Abarth	193
Grande Punto S1600	183
Grande Punto S2000	154
Grande Punto S2000	233
Grande Punto Italy launch	138
Grande Punto Abarth Sanremo.	141
Grande Punto Abarth Belgium.	143
Grande Punto Abarth SS UK.	149
Grande Punto Abarth SS.	162
Grande Punto Abarth v 130TC.	158
Grande Punto Abarth v Mito.	171
Grande Punto Abarth v Mito CL.	177
Grande Punto Abarth EVO.	173
500C Abarth	173
500C Abarth/Punto Abarth EVO.	175
Abarth Grande Punto EVO.	197
Abarth Punto EVO Scorpione.	224
500 Abarth 2008 Italy launch.	148

500 Abarth 2008 UK launch.	156
500 Abarth Trofeo Brands (VBH).	166
500 Abarth Trofeo Cadwell.	170
500 Abarth Trofeo GB Race 1.	171
500 Abarth Trofeo GB (CBH).	175
500 Abarth Trofeo GB Roundup.	181
500 Abarth (Forge)	179
500 Abarth SS Hillclimb UK	182
500 Abarth 'Polizia'	204
500 Buyers' Guide	218
Abarth 595 by Oakley Design.	213
Abarth 595 by Oakley/TMC.	218
Abarth 595 New V Old.	216
Abarth 695 Biposto.	229
Abarth 695 New V Old.	251
Abarth Classics at Franciacorte.	181
Abarth Classics at Franciacorte.	191
Abarths 124 MY2017	248
Abarths 124 R-GT v	
Ex-works 124 Group 4	259
Abarth Classiche	255
Abarth MY2017 range test	257

## **ALFA ROMEO**

100 Years of Alfa Romeo. Pt1	167
100 Years of Alfa Romeo. Pt2.	168
100 Years of Alfa Romeo. Pt3.	169
100 Years of Alfa Romeo. Pt4.	170
Autodelta	209
Autodelta at 50 GTA/TZ1 test	214
Alfa Romeo prototypes (TZ3)	171
Alfa Romeo Commercials	192
Alfa Romeo at Balocco P3/1300GTA	
/155DTM/Disco Volante	173
SE048 (Group C racer)	106
RLSS	49
RL	213
6C 1750	38
6C 1750SS	117
6C 1750SS (1929 Mille Miglia).	226
6C 1750	189
6C 1750	225
6C 2300 Replica	75
6C 2300 Aerospider	201
6C 2300 Mussolini	127
6C 2500 Freccia d'Oro	50
6C 2500 by Castanga	134
6C 2500B Mille Miglia	155
6C 2500S	156
6C 2500S	229
6C 2500SS	187
6C 2500 Competizione	243
Nardi-Danese 6C2500	31
8C 2300 Tim Birkin	27
8C 2300 (Spitzley)	56
8C 2300	244
2900A	83
8C 2900B	25
8C 2900B Spider	248
8C 2600 at Spa	114
8C 2600 Simon Moore	142
8C Tipo B/Montreal/8C Comp	149
8C 2300 v 8C Competizione.	163
8C Engine Feature	151
8C Tipo B 'P3'	253
Alfetta 159 meets Maserati 8CL	14
Alfetta 159	24
Alfetta 159 Track Test	87
Alfetta 12C	101
Bimotore	95
Clemar Bucci 2500SS	19
1900CSS	15
Tipo 33 Stradale	40

Tipo 33 Stradale	164
Tipo 33/3	56
Tipo 33/3	111
Tipo 33/3	188
Tipo 33/2	194
Tipo 33 Daytona	109
Tipo 33 TT12	113
Tipo 33 TT12	258
Tipo 33 Concepts	124
Tipo 33 Elvio Deganello	204
1900SS Ghia Coupe	22
1900 SSZ	80
1900 SSZ 'Lopresto'	217
1900 Golden Oldie	115
1900 C SS	15
1900 SS	176
1900 Ti (Pininfarina)	202
1900 Disco Volante	64
1900 Disco Volante	230
1900 Pinin Farina x 2	236
2000 Sportiva	125
2000 Sprint	212
Alfa Twincam engine feature.	137
Alfa Twinspark engine feature.	145
1750 GT Prototipo	132
Giulia Sprint Veloce Zagato	36
Giulia Sprint Veloce Zagato	195
Giulietta Sprint Veloce 'Goccia'	94
Giulietta Sprint Veloce v GT Q2	147
Giulietta Sprint Barn Finds.	223
Giulietta Sprint Bertone.	228
Giulietta Sprint Zagato	50
Giulietta Spider	28
Giulietta 50th Birthday	97
Giulietta Ti	233
LDS Formula One	69
Giulietta SS	205
Giulia SS	18
Giulia SS	140
Giulia Spider (B&W)	167
Giulia Spider (Concours)	253
Giulia Spider Veloce Racer	259
Giulia or Giulietta?	24
2600 Sprint	16
2600 Spiders	51
2600 Spider v Lancia Flaminia.	255
2600 SZ	56
TI Supers	38
Disco Volante 2012	198
Canguro	205
TZ2 1966	43
TZ1&1/2	62
TZ1	179
TZ2	135
TZ3	185
Montreal v Dino v Citroen SM	14
Montreals	47
Montreal (Modified)	81
Montreal v Dino V Biturbo.	159
Montreal Buyers' Guide.	174
Montreal V8 Engine Feature.	187
1900 Matta Jeep	47
1900 Matta Jeep	126
1900 Matta Jeep 'AR51'	246
2300 RIO	106
Alfa 90 and Alfa 6	62
Alfa 90 and Alfa 6	162
Alfa 90	102
Alfa 6	97
Junior Zagato	128
B.A.T 11 Bertone	146
Gransport Quattroruote	241
Berlinas	48

Alfa Saloons: Giulietta, Giulia Super,	
90, Alfetta, 2000 Berlina	16
Giulia Super Dutch Trofeo	35
Giulia Super "Carabinieri"	129
Giulia Ti Super Racer	98
Giulia Super	34
Giulia Super, TI & Nuova Super	76
Giulia TI Super (Factory car)	196
Giulia Coupes	82
Giulia Dossier (105)	235
Bertone GTV	36
Giulia Sprint GT Tripletest	65
Giulia 105 Series 3 car test	208
Giulia (105) GTC	53
GTAm/BMW 2002 Replicas	25
GTAm 1750	39
GTAm Turbo (Giordanelli)	44
GTAm 1300 Peter Crutch	55
GTA (Track Test)	70
GTA vs Lotus Cortina	77
GTA (Tipler)	159
GTA 105 through to 155	197
GTA 105 Giulia Sprint GT	203
GTA-R 290 (Alfaholics)	252
GT Junior/Fulvia/124 Coupe	147
GT Junior with 75 Engine	247
Spider Duetto/ S3 vs Fiat 124.	116
Junior Zagato	45
Giulia Spider (105 Prototype)	121
Alfa Spider 105 (Time Machine)	193
Alfa Spider 105 series	11
Alfa Spider Group test	79
Alfa Spider Group test	
S4/916/Brera Spider	186
Alfa Spider (Unleaded conv)	25
Alfa F1 179 vs Tornado etc	28
Alfa INDY car	207
Alfasuds	42/72
Alfasud (Golden Oldie)	110
Alfasud V6 Alitalia (Colvil)	150
Alfasud 7 car test	151
Alfasud Engine Feature	177
Alfasud Trofeo	219
Alfasud 1.2 Ti	226
Alfasud Buyers' Guide	259
Sudsprint (Time Machine)	185
Sudsprint Buyers' Guide	37
Sudsprint Racer (Lewis)	86
Sudsprint 3 car test	138
33 Buyers' Guide	28
33 AKK Motorsport	38
33 Turbo Alfa Aid	41
33 Buyers' Guide	111
33 P4 (Time Machine)	173
Classic Saloons: Giulia Super 1.6 /	
2000 Berlina / Alfetta 1.8 /	
Giulietta 2.0	188
Giulietta Turbo	123
Giulietta (Time Machine)	171
Alfetta 2.0 Saloon	231
Alfetta GTV 2.0 Racer	115
Alfetta GT/GTVs	14
Alfetta GT/GTVs	41
Alfetta GT 3 car test	95
Alfetta GTV6 + integrale 'Ring	101
Alfetta Turbodelta	107
Alfetta GTV6 (Ron Simons)	135
Alfetta Review	232
Giulietta, Giulia Super,	
2000 Berlina, Alfetta, Alfa 90	16
Alfetta / Autodelta	198
Alfetta Turbodelta v 75 Turbo	
EVO v 155 Q4	237



GTV6 Readers View	31	147 Buyers' Guide	150	156 Sportwagon JTD	47	Brera Spider J6 by Autodelta.	144	TZ2, MY2017 Giulia QV	254
GTV6 "Rare" 550bhp	52	147 5 car group test	184	156 Sportwagon JTD 16v	175	Brera V6 Q4.	124	Giulia 2015 Museum Launch	235
GTV6 (Lindsay)	66	155 ITC	11	156 Sportwagon	48	Brera 2.2 at MBW.	130	Giulia 2015 Balocco Test	245
GTV6 South Africa	126	155 ITC (Arese)	143	156 Group N Racer	49	Brera Q Tronic.	133	Giulia Super	248
GTV6 / 33/156 Club Racers	133	155 2.5 V6 ti (Martini)	213	156 Superturismo Track Test	81	Brera S Prodrive.	146	Giulia 2016 UK Drive	255
GTV6 2.5 V6 (Time Machine)	176	155 Buyers' Guide	24	156 + GTV (Autodelta)	50	Brera S Buyers' Guide.	165	Giulia 2017 Veloce	259
GTV6 Buyers' Guide	178	155 Buyers' Guide	68	156 Sportwagon 1.6	53	Brera 3.2 V6 Vs GTV6 3.2.	181	Giulia 2017 QV by Celtic Tuning	260
GTV6 3 car test (Jupe)	210	155 Buyers' Guide	201	156 Tarox & Zender	52	Brera 3 car group test.	227	Alfa Romeo Giulia Veloce RHD	261
GTV6 v SZ v GTV (916)	238	155 Q4/Dedra Integrale	32	156 Red Dot brake test	53	159 (John Simister)	105	Stelvio Italian Pre-Launch.	254
GTV6 3.0 V6	249	155 4 car group test	150	156 / 147 Monza Sport	70	159 V6 (John Simister)	108	Stelvio Italian Launch.	256
75 Driver's Choice	2	155 / 156 / 159 Saloons	183	156 GTA Launch	69	159 V6 Range Test	109	Police Cars last 60 years.	258
75 Owners View x 2	19	155 BTCC	231	156 GTA Sportwagon	71	159 2.4 JTD-M 2.2 JTS	117	Alfa Romeo F12 van	261
75 'Progetto Cinque'	22	155 DTM Drive at Goodwood	260	156 GTA Saloon	79	159 Sportwagon Italy Launch	118		
75 1.8, Tipo, Dedra	25	164 3.0 V6 v Thema 16v Turbo	17	156 GTA Bridgestone tyres	82	159 Sportwagon 2.2 V6 Q4	122	<b>CISITALIA</b>	
75 Turbo Evo Presley's Car	36	164 Twin Spark	22	156 GTA Monzasport	112	159 Ti	139	Cisitalia 202	92
75 AROC Enzo's car "Rare"	48	164 Guide	49	156 GTA Buyers' Guide	160	159 V6 Q4 (Nordschleife)	141	Cisitalia 202 Nuvolari Spider	241
75 Turbo Humphrey's car	58	164 Racer (Soper)	78	156 JTS Sportwagon	73	159 2.2 J4 Supercharged	153	Cisitalia Voloradente	202
75 Turbo Road car	58	164 Buyers' Guide (Soper)	105	156 JTS S/Charged Autodelta	124	159 2.0 JTD-M	166	Cisitalia 360 Grand Prix	225
75 Classic Choice	84	164 bimotore	107	156 V6 vs 2.4 JTD (OBD tuning)	82	159 1750 Tbi	167	Cisitalia Automobili	226
75 At the 'Ring (Ron Simons)	93	164 Procar	142	156 2.0 JTS	83	159 1750 Tbi SW	182		
75 3.0 V6 twin test (EMC)	139	164 v Croma v Thema v Saab.	153	156 Giugiaro Facelifted	84	159 5 car group test	190	<b>DE TOMASO</b>	
75 3.0 V6 vs 3.5 GTV6	157	164 (Time Machine)	188	156 Drivedata remaps	89	Brera S Supercharged /GT 3.7/159		Mangusta	78
75 Buyers' Guide	167	GTVs Modified (Autodelta 1997)	17	156 20v M-Jet (2003)	93	3.2. Autodelta (UK)	166	Valllunga	20
75 Turbo IMSA (Arese)	175	GTV 2.0 16v J10 (Autodelta)	22	156 2.4 M-Jet (Tunit)	97	8c Competizione	139	Valllunga	113
75 V6 Twin Test (Jupe)	219	GTV 3.0	20	156 GTA AM (Autodelta)	100	8c Competizione Spider	161	Deauville	98
75 3 car Test	239	3.0 GTV Spider vs RZ	26	156 Buyers' Guide	102	8c Disco Volante Spyder	248	Deauville (2011)	183
Alfa SZ + Zagato Story	13	24v V6 GTV	14	156 2.0 TS HBE Suspension	103	Alfa Range Test 2008	140	King Cobra	136
Alfa RZ vs 3.0 Spider	26	24v V6 GTV	29	156 3.7 South Africa	128	4x4 33,155,159,164,Brera.	256	Pantera Racer	10
Alfa SZ/RZ Guide	41	24v GTV vs Lotus Elise	43	156 GTA/TSpark/V6 24v/JTD	172	Alfa Cloverleaf 5 car test	178	Racing Pantera vs Testarossa	26
Alfa SZ 3 car test	100	Spiders New & Old	35	156 GTA 4 car test	199	MiTo Italian launch	147	Pantera Racers	41
Alfa SZ 24v Supercharged	136	Spider Duetto vs 939	152	156 GTA 3.7 by Autodelta	215	MiTo UK launch	155	Pantera owners view	44
Alfa SZ Buyers' Guide	167	Spider 2.0 TS Fleet Report.	209	156/166/147/GT Range 2005	103	MiTo M430 by Marangoni	155	Pantera Restoration	68
Alfa SZ (Time Machine)	191	Spider 105 S4/916 2.0/939 JTS.	221	156 Ti Buyers' Guide	182	MiTo Multiair	164	Pantera Si	100
Alfa SZ vs Stelvio (Zagato).	198	Spider group test 916	256	156 Buyers' Guide	203	MiTo Multiair Cloverleaf	171	Pantera	228
145 1.7 16v	2	V6 Coupes Alfetta/916/Brera.	153	156 Auto / GT / 156 GTA	240	MiTo 1.4 TB vs Abarth Punto	171	Guara	28
145 CL vs BMW 318Ti	12	V6 Engine Feature.	153	166 News pages	24	Mito CL vs Grande Punto Abarth.	177	Guara Spider	40
145 1.8TS	19	GTV Cup	39	166 International Launch	27	Mito Buyers' Guide.	189	Guara Coupe	60
146 145 Team Cars	116	GTV Cup (Road Car)	65	166 UK Launch	32	Mito Carbonio (Monzasport).	191	Guara Barchetta	60
146 + 145 Buyers' Guide	103	GTV Cup v Fiat 20v Turbo	224	166 3.0 V6 24v	37	Mito 5 car group test.	193	Guara Switzerland	103
145 Cloverleaf/Bravo HGT	42	GTV (Autodelta)	50	166 2.0 Twin Spark	49	Mito 5 car group test.	257	Mangusta/Qvale	47
145 Cloverleaf/Bravo HGT	180	GTV LMA/AROC Racers	85	166 2.0 Twin Spark	71	Mito TwinAir.	200	Mangusta/Pantera/Guara.	164
145 CL Fleet report	54	GTV6 LMA Racer (Soper)	112	166 Let's go to Italy	52	Alfa Giulietta Italian Launch.	170	Mangusta (Ex Freddy Moss).	202
145 vs 33 vs Mito	160	GTV6 3.2 V6 in Italy	90	166 3.0 24v V6 Super	54	Alfa Giulietta UK Launch.	175	Longchamp vs Kyalami	64
145 Buyers' Guide	198	GTV6 (916 V6 + 2.0TS facelift)	92	166 Germany Launch	88	Alfa Giulietta + Mito MY2014.	215	Factory Collection	72
145 Turbo by Autodelta	249	GTV (916 Buying Advice).	96	166 TI (2.0 TS Lusso)	94	Giulietta Marangoni G430	183	De Tomaso Prototypes	261
146 1.6 Junior	32	GTV (916 Buying Advice).	143	166 Supercharged by Autodelta	134	Giulietta TCT Launch	194		
146 Ti vs Audi A3	30	GTV (916 3.0 Team Cars)	119	166 Buyers' Guide	148	Giulietta TCT	196	<b>FERRARI</b>	
146 2.0 Racer	76	GTV (3.0 Supercharged)	122	166 Dossier	251	Giulietta 3 car group test	197	Auto Avio 815	208
147 Pre-launch test	51	GTV6 3.2 Buyers' Guide	152	V6 Saloons 164/166/159.	158	Giulietta Buyers' Guide	216	Ferrari V12 Engine Feature	150
147 Italy launch	55	GTV6 v integrale v Coupe 20vT	155	V6 Saloons Group Test		Giulietta + Mito QV	223	Supersqualo	24
147 5-door + 2.0 Manual	59	GTV6 916 Series Group Test	244	155/156/164/166/159.	218	Giulietta + Mito QV	229	Ferrari 246 vs 250F	172
147 Selespeed vs BMW 316	63	155 2.0 + V6 SZ & 33	20	1997 Scighera	33	Giulietta Sprint New and Old	227	196S (rep)	91
147 5-door 1.6 + 2.0	68	156 Supercharged (Engstler)	23	Science Museum Exhibition	67	4C	184/211/214/220	195 + 196	21
147 GTA	76	156 Launch	18	Gippo Salvetti (Blue Team)	72	4C (Jamie Porter)	230	195S Coupe by Ghia	143
147 GTA Road Test	79	156 in Spain	20	New Alfa Imports	81	4C Modified (Jamie Porter)	246	156 F1 Sharknose	93
147 GTA Road Test (Steve Berry)	87	156 Hormann	25	GT (2004)	89	4C v 8C	223	166 Fangio's first	51
147 GTA x 2 Autodelta	102	156 Superturismo	25	GT (2004) JTS	94	4C SBK	236	166 F2/FL	240
147 GTA Cup Track Test	92	156 ETCC track tect	91	GT (2004) 1.9 jtd 16v	95	4C Spider (News)	229	166 Mille Miglia	153
147 GTA Modified	253	The Range 164 / 75 & GTV	26	GT 3.2 V6 Novitec	110	4C Spider	234	166 Mille Miglia Ch.0066	180
147 GTA/Integrale/Coupe 20vT	164	156 2.5	27	GT Novitecrosso 1.9 16v M-jet	99	4C Spider RHD	241	166 Mille Miglia Ch.0314M.	183
147 / 156 Monza Sport	70	156 JTD vs 156 1.8TS	28	GT 3.2 V6 (Autodelta)	106	Club Racers 2012	200	166 MM Fontana Ch.024.	255
147 1.6 Turbo (Autodelta)	78	156 Group N	29	GT 1.9 jtd 16v Novitec	141	Club Racers 2015	234	212 Export Mille Miglia 2010.	169
147 Rally Car SS1600	86	156 Group N (Powermods)	69	GT Q2 v Giulietta Sprint Veloce.	147	Alfa Museum Revival 2014.	229	212 Inter Coupe. Ch.0257	219
147 1.9 jtd 16v	90	156 Selespeed	33	GT Cloverleaf + 147 Ducati.	150	<b>Alfa Buyers' Guide Special Issue.</b>		212 Inter Coupe. Ch.0137E	229
147 Range test 2005	101	156 2.0 Selespeed (SW)	70	GT 3 car test.	168	Giulietta, Mito, Brera, 159Ti,		212 F1.	216
147 Facelift 2005	105	156 vs Audi A4 Quattro	33	GT Buyers' Guide.	176	147, GT, 156 GTA, 156 Ti,		340 America	10
147 Buyers' Guide (Soper)	114	156 Q system/Selespeed	34	GT 3.7 v 3.2.	233	GTV 3.2, 166, SZ.	229	340 America	45
147 + GT Q2	127	156 1.9 JTD	41	Brera (Ital Design Concept)	91	<b>Alfa Buyers' Guide</b>		340 America	158
147 JTD 24hr racer	131	156 2.4 JTD	67	Brera Italian launch 2005	113	Classics Special Issue. 1750 GTV,		340 / 375 MM Ch.0320	207
147 Collezione	132	156 Buyers' Guide	44	Brera / GT / 159 JTD-M	120	Montreal, GTV6, 75, 155, GTV 916,		335 S Ch.0674	241
147 Collezione + GT Blackline	145	156 Buyers' Guide (Soper)	138	Brera UK Launch 2006	119	147 GTA, 156 GTA,	242	500 Mondial	12
147 Sport + GT Q2	137	156 Sportwagon	45	Brera Spider Launch Italy.	123	<b>Giulia Special. 101/750 Series,</b>	105	500 Mondial	239
147 JTD-M by Janspeed	149	156 Corsa	46	Brera Spider Launch Morocco.	132	Berlina, SS, 105 Bertone, GTA, TZ1,		250 California/Mistral	30



250 California Guide	47	750 Monza Ch.0552	20	365 Boxer vs Bora 4.7	78	355 Buyers' Guide	232	F430 Challenge Corse Clienti	125
250 California Spyder	128	750 Monza (ice racer)	89	512 Boxer	23	365 Iding (355)	20	F430 Whisky Trail	128
250 California Spyder x 2	148	750 Monza Ch.0492M	187	512 BBi Buyers' Guide	62	456 GTA	14	F430 Bi-Kompressor (Novitec).	132
250 California Concours Winner	215	750 Monza	234	512 BB Buyers' Guide	236	456 M GT	25	F430 Scuderia.	138
250 GT Boano	34	212E Montagna (Hillclimber)	73	512 BBi v Pantera v Bora.	154	456 Estate/Spider/FX	58	F430 Scuderia.	153
250 GT Boano x 3	243	Dino Formula 2 Ralt	79	512 BB	114	456 M GT vs Daytona	66	F430 GTC Team Modena.	156
250 GT prototypes	2	275 GTS vs Nanchang	43	512 BB	254	456 M GTA Buyers' Guide	183	F430 Scuderia 16M.	164
250 GT/GTO	92	275 GTS/Aston Martin DB6	49	500 Superfast	228	456 M GTA Buyers' Guide	230	F430 Vicki Butler Henderson.	165
250 Europa Ch.0313	238	275 GTB/C Ch.09079	227	365 GT4 BB Buyers' Guide	179	456 M Racer	195	F430/360/355/348/328.	205
Dino 246 Tasman	174	275 GTB/C	44	365 GT4 BB 512 BB Testarossa	180	F50	10	F430 Buyers' Guide.	242
Dino 246S	60	275 GTB (Celebration)	98	512 Testarossa Reader's Car	209	F50 Track Test (Donington)	28	Enzo	83
Dino 246S Ch.0784	144	275 Tour	100	Ferrari V8 Engine Feature	157	F50 Track Test (Rockingham)	68	Enzo	101
250 GT Pininfarina Coupe	38	275 GTB/4	130	308 GT4	18	550 Maranello	11	Enzo vs Maserati MC12	158
250 GT Pininfarina		275 GTB/4	134	308 GT4	26	550 Maranello vs Vantage	22	Ferrari/FIA GT Championship 03	87
Collectors' Guide	255	275 GTB/4 (Ex McQueen)	223	308 GT4 vs Merak SS	50	550 Maranello vs Aircraft	40	Ferrari Club Racers 208/355/360	94
250 GT Cabriolet	220	275 GTB/4C	235	308 GT4 vs Urraco vs Merak	149	550 Maranello (Prodrive)	75	599 GTB Fiorano	120
250 GT Drogo	69	275 GTB/4C Ch.06885	260	308 GT4 LM (NART)	194	550 Maranello Buyers' Guide.	209	599 GTB Fiorano	142
250 GT Nembo Spider.	137	275 'NART Spyder'	145	308 Buyers' Guide	43	550 Maranello Buyers' Guide.	237	599 vs Daytona	150
250 GTE	101	275 GTS/4 'NART Spyder'	211	308 GT4 Buyers' Guide	219	550 Barchetta (News)	54	599 Drive Story	156
250 MM Mille Miglia 2010	174	275 GTB Collectors' Guide	258	308 GT4 Buyers' Guide	234	550 Barchetta Track Test	65	599 HGTE	159
250 SWB replica	52	365P	64	308 GTB/GTS Buyers' Guid.	241	575M (John Simister)	70	599 HGTE	166
250 SWB Stirling Moss	56	375 Plus Ch.0384	105	308 GTB	126	575M Manual (Steve Berry)	86	599 Hybrid	172
250 SWB at Spa	104	375 Plus	218	308 GTB Michelotto	181	575M Novitec	112	599 GTO	178
250 SWB Ch.2335	238	375 Ch.0388	181	308 GTB Michelotto (Olio Fiat).	187	575GTC	98	599 Tribute Mille Miglia	188
250 GT Sperimentale Ch.2653	20	375 MM Ch.0490	182	308 IMSA Track Test	87	575GTZ	133	599 XX	217
250 GT TDF Ch.1309	14	375 S Ch.0030	232	308 Carma FF	201	612 Scaglietti	88	599 Buyers' Guide	245
250 GT TDF	151	330 TR Ch.0808	131	308 GTS vs Urraco	65	612 Scaglietti (John Simister)	93	Ferrari Technology (Dron)	139
250 GT TDF Ch.0585 (Disney).	227	330 & 365GTC	31	308 GTS vs Jalpa.	162	612 Scaglietti	97	California GT 2008	151
250 Lusso (Fyshe)	42	330 GTS & 330 GTC	140	308 4 car test.	171	612 Scaglietti/456/400	111	California GT 2010	177
250 Lusso	94	330 GTC	231	328 GTS v Porsche 911	19	612 Scaglietti Road Trip	123	California HS	197
250 Lusso	97	330 GTC Collectors' Guide	253	328 and 348 Buyers' Guide	46	612 Scaglietti HGTC	129	California T	223
250 Lusso (4.0)	121	365 GTS	85	328 Buyers' Guide	147	612 Scaglietti Buyers' Guide.	246	California T	242
250 Lusso Concours Winner	193	365 GT 2+2 Bora vs Jensen	35	328 Buyers' Guide	231	Ferrari V12 Buyers' Guide.	260	California T HS	244
250 Testarossa/206 SP (Fiorano)	90	365 GTC4 vs Espada	36	328, 348, 355, 360	82	Ferrari by Alcan	30	Ferrari at Palm Beach 2009.	157
250 Testarossa Ch.0714	161	Pinin (Four door)	144	348 GTC/GTS	32	Ferrari at Le Mans	18	Ferrari at Le Mans 1998.	18
250 Testarossa Ch.0738	173	Daytona Spider	36	348 Spider/Mondial	58	Ferrari at Le Mans	26	Ferrari at Le Mans 2009.	160
250 Testarossa	237	Daytona Spider by Straman	250	348 tb+ts Buyers' Guide	243	Ferrari at Le Mans (Historic)	80	458 Italian Launch.	167
206 SP Track test	133	Daytona Group 5	107	400 Buyers' Guide	39	Ferrari at Imola	32	458 Italia Sebring 12h.	187
206 SP Maranello	197	Daytona by Michelotti	146	400 Buyers' Guide (Hackett).	112	Ferrari at Monza	69	458 ISpa 24h (2015).	238
206 P Berlinetta Ch.0834	251	Daytona vs Ferrari 599	150	400 Cabrio by Straman.	138	Ferrari at Shelsley Walsh	78	458 by Oakley Design.	184
206 Spider	220	Daytona 'Pozzi' V Road Car.	236	412 Buyers' Guide.	190	Ferrari at Fiorano	113	458 vs Gallardo Superleggera	186
290 MM Ch.0626	170	Ferrari 365 GTB/4 Daytona	261	400/412 Buyers' Guide.	233	Ferrari Supercars at Mugello	115	458 Spider	191
290 MM Ch.0626 (News)	239	NART Panther.	256	412 Reader's Car	206	Ferrari F1	13	458 Italian Launch.	192
410 S	32	246 Racer (goodwood T Dron)	88	Mondial 3.2/3.4	29	Ferrari F1	18	458 Italia Buyers' Guide	248
410 Superamerica Ch.0671S	193	246 GT/GTS	11	Mondial Buyers' Guide	197	Ferrari F1	47	458 Spider vs Gallardo Spyder	204
410 Carrera Messicana Ch.0594	199	246 GT	48	Mondial Buyers' Guide	235	Ferrari F1 2000	78	458 Speciale	216
268 SP Ch.0798	17	246 GT vs Stratos	81	Testarossa/Pantera (Racers)	26	Ferrari F1 126C4 Track test.	168	458 Speciale on Silverflag '14.	225
330 P	124	246 GT Buyers' Guide	163	Testarossa vs Countach	33	F1 Ferrari/Minardi Test	27	458 Speciale v 430 Scuderia v 360	
330 P Ch.0818	230	246 GT Buyers' Guide	238	Testarossa Buyers' Guide	244	F1 Today and Tomorrow	32	Challenge Stradale	237
330 LMB track test	24	246 GT Classiche Feature	205	288 GTO Evoluzione	2	F1 Season Round-up	53	Ferrari Finales 2005 Monza	103
330 LMB	232	246 GT/GTS Collectors' Guide.	252	288 GTO Evoluzione (Nord)	89	Maranello Concessionaires	49	Ferrari 60th at Silverstone	135
330 GTO at Monza	67	246 GT/GTS	237	288 GTO Evoluzione Track Test	105	50 years of Ferrari Poster	38	Ferrari 60th at Fiorano	136
250 GTO/Daytona Replicas	12	Dino V6 Engine Feature	180	288 GTO Evoluzione	233	Coys Historic Festival	41	Ferrari Superamerica	109
250 GTO (#3505GT)	16	246 Dino vs Urraco vs Merak.	190	288 GTO v Porsche 959	18	333 SP (Derek Bell)	15	Ferrari Tribute Mille Miglia 2010.	176
250 GTO vs Jag E-Type	37	312 P	63	288 GTO (Simon Park)	95	333 SP	45	Maranello Rosso Collection	182
250 GTO vs 250 LM (Nord)	102	312 F1	30	288 GTO V 488 GTB	257	360 Modena	37	Ferrari Mondiali at Mugello	219
250 GTO Goodwood Revival '09	165	312 T5	66	F40LM vs Bugatti EB110SS vs Diablo		360 Spider	45	Ferrari by Pininfarina 60 years	203
250 GTO Ch.4675	169	312 T3	80	SV Roadster	176	360 Spider	52	Ferrari by Bertone	221
250 GTO x 2	200	312 B3 "Spazzaneve"	129	F40 vs Bugatti EB110SS	15	360 Spider (Digitec)	75	Museo Casa Enzo Ferrari	196
250 GTO (#3505GT)	231	312 B2 F1	149	F40 vs Porsche 959	34	360 Club Fiorano Test	59	Maranello Concessionaires	244
250 GTO (#3387GT)	252	330 P4 Can Am	161	F40 vs Ducati 996SP	41	360 Spider (Hamann)	63	FF	183/202
250 LM	27	330 P4 Ch.0858	218	F40 Michelotto	76	360 Challenge Stradale	85	FF by Oakley Design	219
250 LM	84	P3/4	54	F40 Michelotto	214	360 Manual vs Ducati 999	88	F12 Berlinetta	201/212/222
250 LM	110	P3 at Spa	118	F40 LM	189	360 Bi-Kompressor (Novitec)	96	F12 TDF	241
250 LM Ch.6045	195	712 Can-AM	76	F40 Buyers' Guide	247	360 Bi-Kompressor (Novitec).	100	LaFerrari	207/221
250 MM Ch.0344MM	22	712 Can-AM	254	355 vs Cobra vs 200NSX	26	360 Racers x 2	104	LaFerrari vs Bugatti Veyron vs	
250 MM Ch.0352MM	184	512 M 'Sunoco'	13	355/Diablo/ AR F1/Tornado	28	360 Modena (Manual v Gallardo)	182	F35 Lightning	249
250 Monza Ch.0432M	23	512 M 'Tergal' Ch.1002	246	355 Spider F1	29	360 Modena Buyers' Guide	240	488 GTB	237
500 MD/TR	101	512 S	55	355 Challenge car	54	F430	99	488 GTB v Huracán	247
500 TRC	137	512 S/M 712	228	355 Challenge (Rockingham)	70	F430 Spider	106	488 Spider	239
500 F2	139	512 S vs Porsche 917	163	355 + 360 by Imola Racing	90	F430 Spider (Phil Ward)	119	488 Spider	251
500 Mondial / Mille Miglia '08	160	512 BBLM	40	355 / 360 / 430 V8s	115	F430 by Novitec	116	GTC4 Lusso	247
625 TRC Ch.0680	196	512 BBLM	155	355 Buyers' Guide	154	F430 Vs Gallardo SE	122	GTC4 Lusso T	256



70 Years of Ferrari A-Z Pt1	256	Fiat 1100D Millicento	123	X1/9 2 car test (Modified)	226	Punto Rally Super 1600	42	Bravo HGT	36
70 Years of Ferrari A-Z Pt2	257	Fiat 1100 EZ Millicento	198	Strada 130TC vs Beta VX	35	Punto Rally Super 1600	56	Bravo HGT DC Cook	41
70 Years of Ferrari Top Racers	260	1100 TV	128	Strada 130TC/105TC	26	Punto Rally Super 1600 (Test)	78	Bravo HGT vs Alfa 145 CL	42
812 Superfast	259	1100 103 TV	225	Strada 130TC/105TC	132	Punto HGT	45	Bravo HGT vs Alfa 145 CL	180
V8 Buyers' Guide:		1100 Padmini	119	130TC v Grande Punto Abarth	158	Punto HGT (jtd) 2004	98	Brava 105 JTD	41
308GT4/GTB/328/348/		1200+1500 Cabriolets.	233	Strada 130TC	187	Punto HGT 2005	104	Brava 100 16v	53
Mondial/355/360 Modena	259	Formula Juniors	28	330bhp Strada Cabrio	34	Punto HGT Buyers' Guide	166	Bravo 1.4 T-Jet (Launch 2007)	130
		1500L	176	BMW V8 Strada Cabrio	63	Punto/Seicento Abarth	210	Bravo (UK Launch 2007)	135
		1600S Coupe	96	Strada (Time Machine)	197	Punto Speedgear Launch	47	Bravo 1.4 T-Jet (Launch 2008)	140
		OSCA 1500S Coupe	41	Modified Pandas (MK1)	20	Punto Speedgear	60	Bravo ECO	148
		1400B Junior	215	Panda Buyers' Guide	75	Punto JTD	51	Bravo 1.4 T-Jet + 1.6 M-Jet	202
		850 Buyers' Guide	53	Panda MK1 (Time Machine)	172	Punto 1.9 JTD	67	Bravo Buyers' Guide	207
		850 Bertone Race Team	221	Panda Nuova (launch)	86	Punto Sporting Turbo R&A	59	Ulysse	10/80
		850 Coupe v Spider	245	Panda 2004	91	Punto/Seicento Abarth	60	500 2007 Launch	135
		Dino Coupe vs Spider	118	Panda in Dozza	94	Punto Facelifted	83	500 2007 1.3 Diesel	139
		Dino Coupe vs Spider	250	Panda 1.2	97	Punto Facelifted Driven (Berry)	85	500 2007 1.3 Diesel (remap)	144
		Dino Spider / Biturbo/Montreal	159	Panda 4x4 MK1 Buyers' Guide	185	Grande Punto Launch	112	500 2008 1.4 Lounge	140
		Dino 2400 Buyers' Guide	175	Panda 4x4 (2004)	99	Grande Punto UK Launch	116	500 2008 UK launch	142
		Dino 2400 Buyers' Guide	239	Panda 4x4 (2005)	104	Grande Punto Sporting (1.9).	117	500 2008 1.4 Sport	159
		124 Saloons	215	Panda 4x4 Cross	224	Grande Punto Sporting Novitec	125	500C	161
		124 Special	252	Panda 4x4 Cross (UK)	226	Grande Punto 120 Eleganza	123	500 TwinAir	174
		Fiat Twin Cam Engine Feature.	149	Panda MK1 (Time Machine)	172	Grande Punto T-Jet	141	500 TwinAir	178
		124 Spider vs Barchetta	18	Panda MK1 4x4 (Time Machine)	192	Grande Punto 1.4 T-Jet + 1.9.	146	500 3 car test	174
		124 Spiders	50	Panda Cross 4x4 / Monster	129	Grande Punto EVO.	165	500 Buyers' Guide	181
		124 Spider vs Fiat Barchetta	148	Panda 100hp Italy Launch	126	Grande Punto EVO. (VBH)	168	500 3 car test	214
		124 Spider vs Alfa Duetto	116	Panda 100hp UK	136	Grande Punto Buyer's Guide	184	500 4 car test	192
		124 Spider Buyers' Guide	164	Panda 100hp 3 car test	213	Grande Punto Buyer's Guide	221	500L Launch (Turin)	198
		124 Spider + Tom Tjaada	203	Panda 100hp v 500S	232	Grande Punto TwinAir	195	500L Launch	207
		124 Coupes	52	Panda Buyer's Guide	149	Grande Punto 3 car group test	201	500L Trekking	211
		124 Coupe/GT Junior/Fulvia 1.3	147	Panda Group Test	179	Coupe 20v/Turbo	13	500L Trekking	212
		124 AC Coupe / 124 Spider	222	Panda 160hp (Turbo)	184	Coupe 20v/Punto ELX	25	500L MY2017	258
		Fiat 124 Sport Coupé AC/BC/CC	261	Panda MK3 Italian Launch	193	Coupe 20v Turbo LE	28	500 + 500L MY14 Range Test	219
		125	49/95/220	Panda MK3 UK Launch	195	Coupe 16v Buyers' Guide	30	500x Italian Launch	228
		125 S	161	Panda MK3 4x4 Italy	202	Coupe 16v vs Integrale	68	500x Vs Renegade on Snow	232
		125 Group 1	211	Panda TwinAir Rally Phil Young	205	Coupe 16v Turbo Prototype	259	500x Vs Renegade	249
		125 Samantha	105	Panda MK3 4x4 UK	206	Coupe/Honda/Pug 306	31	500x UK	233
		125 Samantha Ireland	210	Uno	10	Coupe 20v	39	500 MY2015	236
		Superchargers 124 and Argenta	30	Uno 45 (Time Machine)	179	Coupe 20v Turbo (Modified)	40	500 MY2015	237
		Fiat the Seat Years	35	Uno Racer (Bailey)	29	Coupe 20v Turbo Plus	43	500 Anniversario	260
		Seat Rally Years	42	Uno Racer (Neil Smith)	79	Coupe 20v Fleet report	45	Multipla + Vignale Gamine	130
		127 Sport 1050cc	76	Uno Turbo MKII	23	Coupe 20v Fleet report	143	Multipla	36
		127 Group Test	129	Uno Turbo MKI vs MKII	125	Coupe 20v Turbo Fleet report.	209	Multipla	44
		128 Racer (Giovanni's)	22	Uno Turbo MKI vs Croma Turbo	224	Coupe Buyers' Guide	48	Multipla Eco versions	45
		128 1100 CL Fleet report	45	Uno Turbo MKI vs MKII	247	Coupe Buyers' Guide (Soper)	109	Multipla 1.9 JTD	50
		128 Golden Oldie	109	Tipo, Alfa 75 1.8, and Dedra	25	Coupe Buyers' Guide	137	Multipla 1.9 JTD	66
		128 Rally (Michael Ward)	110	Tipo 2.0 16v	54	Coupe x 3 Modified	126	Multipla 1.9 JTD (Modified)	79
		128 Rally	227	Tempra (Best Buys)	31	Coupe 20v Turbo 185bhp	55	Multipla Facelift 2004	96
		128 Fleet report (M.Ward)	209	Croma IE Turbo(Time Machine)	178	Coupe 20v Turbo Buyers' Guide	153	Multipla Facelift 2006	127
		128 5 car test	163	Cinquecento Sporting	2	Coupe 20vT/GTV6/integrale	155	Multipla Buyer's Guide	113
		128 3P Buyers' Guide	177	Cinquecento Abarth	12	Coupe 20v Turbo 3 x modified	200	Multipla Buyer's Guide	202
		128 3P Montecarlo Historic	195	Cinquecentos (Modified)	17	Coupe 20v Turbo v GTV Cup	224	Doblo MPV and Van	62
		128 MK1 4 door Restoration	248	Cinquecento Buyer's Guide	26	Coupe 20v Turbo 3 car test	242	Doblo and Iveco Truck	63
		130 (Steve Berry)	108	Cinq Sporting Buyer's Guide	187	Postert Fiats	13	Doblo 1.9 JTD MPV	73
		130 vs Gamma	151	Cinquecento Sporting	41	Coupe + Barchetta by Novitec	19	Doblo Italian Launch 2006	114
		131 Mirafiori	15	Cinquecento Sport x2 Modified.	258	Flying Fiats (Irish Racers)	113	Doblo Family MY2009	171
		131 Sport (Golden Oldie)	118	Cinquecento Trofeo 120bhp	66	Barchetta Buyers' Guide	22	Ducato 160 Multijet	121
		131 Mira Fiori (Abarth by RSD).	227	Hormann Cinquecento SX	42	Barchetta Buyers' Guide	71	Ducato MY14	223
		132 + Argenta VX	127	Seicento (Launch)	23	Stola Monotipo/Barchetta	25	Marea HLX	17
		132 Flares by Michelotti	81	Seicento Turbo (Novitec)	30	Barchetta (Auto Haven)	25	Marea 20v Weekend	42
		The Collectors 124/500/128	39	Seicento Sporting	44	Barchetta/Alfa 156/GTV	27	Marea Weekend 2.4 Team Cars	124
		X1/9	12	Seicento Sporting and S	56	Barchetta/Punto (Modified)	31	Marea Buyers' Guide	115
		X1/9 Best Buy	33	Seicento (UAD Motorsport)	70	Barchetta Turbo (Novitec)	33	Importing Italian Cars	40
		X1/9 Buyers' Guide (Soper)	106	Punto Sporting MK1 (Launch)	16	Barchetta (Revisited)	54	Ecobasic (News)	49
		X1/9	23	Punto Sporting MK1	21	Barchetta Facelift	97	Stilo (Launch)	62
		X1/9 (Modified)	41	Punto (Buyers' Guide)	56	Fiat Barchetta vs 124 Spider	148	Stilo (Launch)	67
		X1/9 x 2 (Modified)	150	Punto 1.2, 1.9 JTD, HGT	82	Fiat Barchetta Buyers' Guide	151	Stilo Multiwagon (Launch)	80
		X1/9 Dallara (Val Savio)	103	Punto MK2 Group test	120	Fiat Barchetta Buyers' Guide	254	Stilo 1.8 16v	71
		X1/9 Abarth Prototipo (Rep)	104	Maggiore - Puntograle	31	Bravo/Brava	10	Stilo 1.9 JTD	72
		X1/9 Club Racer	115	Modified Punto GT Turbos	39	Bravo/Brava/Marea	59	Stilo 1.9 JTD (Modified)	79
		X1/9 Buyers' Guide	157	Modified Punto GT Turbos	64	Bravo/Brava Buyers' Guide	69	Stilo 2.4 Abarth	92
		X1/9 (Time Machine)	181	Punto Mk2 - Turin launch	37	Bravo SX	34	Stilo Schumacher	108
		X1/9 VX (Modified)	202	Punto LS design	46	Bravo HGT & Marea	15	Stilo Schumacher Buyers' Guide	208
		X1/9	219	Punto - Sicily launch	40	Bravo HGT	17	Stilo Buyers' Guide	145



## FIAT

Mephistopheles	186
1899-1999 4hp	42
1905 60hp	226
1906 Fiat Heavyweights	16
803 Corsa	44
501	86
503 Spider	188
505	46
509	140
510S	173
521C	98
514 Spider	133
8V	37
8V	157
8V	
2392800 State Phaeton	115
1800	120
1900 Granluce	195
2300	117
2300S Coupe	235
Balilla 508S	26
Balilla Taxi	131
Topolino (Hotrod)	75
Topolino Variations (Sparrow)	69
Topolinos	80
Topolino 500B	106
Topolino Mare	204
500 (Modified)	27
500 (Sparrow)	58
500 Variations (Sparrow)	62
500 Jolly (Sparrow)	66
500 50th Birthday	134
500 Coccinella	136
500 Engine Feature	156
500 Buyer's Guide	173
500 Based Spada Zanzara.	212
500 L. Readers' Car	217
500 The Coachbuilt cars	243
500 Sixty Years	257
500 Ferves Ranger	259
600 (Modified)	18
600s	29
600s (Modified)	82
600GT (Tornado Lotus engine)	193
600 Prototype	205
600	234
600 Jolly	246
Fiat 1100S Millicento	52
Fiat 1100S Millicento MM.	162



Idea Launch	88	Diablo GT/SV/SE30	42	Dilambda S2 Carlton DHC	143	Gamma Coupe (Time Machine).	206	Magia "Concept"	22
Idea (Steve Berry)	93	Diablo GT	46	Dilambda S2 Offord Cabriolet	184	Sibilo by Bertone	206	Dedra/Alfa 75/Fiat Tipo	25
Idea Fleet report	107	Diablo 6.0 VT	50	Lancia/Alfa Ghia Coupes	22	Stratos Alitalia/Prototype	2	Dedra	27
MPV multitest Doblo/Idea/ Multipla/Ulysse	102	Diablo GTR (Reiter Eng)	137	Lancia Commercials	66	Stratos Replicas vs Original	10	Dedra Integrale/Alfa Q4	32
Croma Turbo vs Uno Turbo MKI	224	Murcielago	63	Augusta	240	Stratos (San Remo 1974)	47	Thema 8.32	12
Croma (2005)	107	Murcielago	64	Ardea	96	Stratos GT0/GT car	51	Thema 16v Turbo vs 164 3.0	17
Croma (UK Steve Berry)	111	Murcielago (Road Test)	72	Appia	36	Stratos vs Dino 246 GT	81	Thema 8.32 vs 16v Turbo	35
Croma in Ireland	118	Murcielago R-GT (GT1 racer)	83	Appia Vignale	63	Stratos - 30 years of	85	Thema 8.32	220
Croma 2.4 20v Multijet	122	Murcielago Vs Porsche 996	86	Appia meets Ypsilon	113	Stratos World Meeting 2007.	140	Thema 8.32 Buyers' Guide	247
Croma Buyers' Guide	210	Murcielago Roadster	106	Appia Zagato	138	Stratos Stradale + Group 4.	117	Thema Buyers' Guide	110
Sedici 4x4 Italy Launch	115	Murcielago Roadster (Batman).	117	Appia Furgoncino	180	Stratos Prototype.	152	Thema v Saab v Croma v 164.	153
Sedici 4x4 UK Launch	120	Murcielago LP640	121	Appia Convertible	194	Stratos (Heseltine).	233	Thema Plus	240
Sedici 4x4 1.9 Multijet	131	Murcielago LP640 vs Typhoon.	136	Lancia Appia S1,2,3	261	Stratos Chequered Flag Story.	243	Delta HPE HF Turbo	37
Scudo	129	Murcielago R-GT (GT1 racer)	129	Aurelia V6 Engine Feature	148	Stratos Group 4 x 2	244	Delta HPE Evo 500	54
Fiorino	142	Murcielago R-GT (GT1 racer)	142	Aurelia	43	Stratos Group 4 Track Test	249	Delta HPE Turbo Buyers' Guide	169
Linea	144	Murcielago LP670-SV	165	Aurelia B20 Series 1	107	Stratos - 2005	103	Delta HPE Turbo (Imports)	71
Qubo	151/157	Gallardo	81	Aurelia B20 Pichon Parat	125	Stratos New 2010	179	Delta (New) 2008	147
Dualogic Panda/Punto/500	186	Gallardo (Track Test)	84	Aurelia B20 (S2+S3)	200	Rally multi car feature	99	Delta vs Ypsilon	174
Freemont 4x4	197	Gallardo (Road Test Italy)	93	Aurelia B20 Irish Racer	213	Rally multi car feature	255	Delta vs Ypsilon (Chrysler)	190
Freemont 4x4 Cross	224	Gallardo Police Car	108	Aurelia B20 'Outlaw' TK	242	Betas Modified	32	Ypsilon	24
Freemont 4x4 Cross	231	Gallardo Spyder	116	Aurelia B24S	23	Beta	13	Ypsilon 2004 1.4	89
124 Spider MY2016	240	Gallardo By Hamann	118	Aurelia B24 Spider	46	Beta Historic racer	60	Ypsilon 2011	185
124 Spider MY2016	246	Gallardo By IMSA	126	Aurelia B24 Spider	127	Betas Coupe/HPE/Saloon	55	HPE & Y	11
124 Spider MY2016 UK	250	Gallardo GT3 by Reiter Eng.	130	Aurelia B24 Spider		Beta VX vs Strada Abarth	35	Y10 (Time Machine)	175
Tipo Spider MY2016	245	Gallardo GT3 by Reiter Eng.	139	+ B52 Rosa d'Oro	154	Beta Coupe/Saloon/Montecarlo.	139	Y10 + Turbo	223
Tipo Spider MY2016 UK	250	Gallardo GT3 Adria Track test.	145	Aurelia B24S Convertible	87	Beta Coupe Alitalia (Colvil)	150	Lybra	38
Fullback	257	Gallardo Superleggera	132	Aurelia GT 2500 Spider	190	Beta HPE (Time Machine)	177	Lybra 2.4 JTD SW	65
		Gallardo Superleggera	143	Aurelia B24 Spider + Flavia.	249	Beta Volumex x 2	260	Kappa	20
		Gallardo LP570-4 Superleggera	171	Aprilia + Aurelia	100	Trevi Bimotore	237	Kappa Coupe	54
		Gallardo LP570-4 Superleggera	199	Aprilia Langenthal	108	Montecarlo	16	Kappa 3.0 Saloon	58
ISO		Gallardo Superleggera v 458.	186	Aprilia	166	Montecarlo V6 Alfa engine	34	Thesis (Launch)	65
Iso Story Pt1	12	Gallardo LP560-4	146	Aprilia (Fred Gallagher)	188	Montecarlo Buyers' Guide	161	Thesis 2.4 JTD (San Remo)	80
Iso Story Pt2	15	Gallardo LP560-4 v Countach.	156	Astura	88	Montecarlo Turbo (Martini)	206	Musa 1.9	105
Iso Grifo A3/C	31	Gallardo LP560-4 Spyder.	162	Astura by Pinin Farina	185	Martini LC1	207	Centenary Celebrations	126
Iso Grifo A3/C	109	Gallardo Super Trofeo.	159	Astura by Castanga (Villa D'este)	95	Martini LC2	208	Centenary Celebrations (Collins)	127
Iso Grifo IR8	124	Gallardo Super Trofeo.	166	Astura + Appia	111	LC2 Track Test	96	Thema / Chrysler 300C	199
Iso Grifo S	236	Gallardo Balboni.	163	Astura MM Sport	203	037 Rally Stradale	67		
Iso Grifo GL 365	246	Gallardo Spyder Performante.	194	Astura	241	037 Rally Stradale	245	<b>MASERATI</b>	
Iso Fidia	160	40 years of Lamborghini	83	Flaminia	39	037 Rally Martini (Volta)	62	250F	11
Iso Rivolta GT	216	Countach/Diablo/ Murcielago.	135	Flaminia Sport	42	037 Rally Olivo Fiat (Grifone)	144	250F (CM9)	63
Iso Rivolta Racer	216	4 car test: Urraco/Silhouette/ Jalpa/Gallardo	94	Flaminia GTL	76	037 Rally Olivo Fiat (Grifone)	199	250F (CM5)	215
Isotta Fraschini	90	Jalpa vs Ferrari 308 GTS	162	Flaminia 3 car test	172	037 Rally Wurth	230	250F (Fangio's Car)	73
		Aventador	185	Flaminia 2.5 3C Zagato.	258	Delta HF Turbo	29	250F vs Ferrari 246	172
		Aventador	195	Flaminia 3c Speciale (Lopresto).	218	Delta S4	31	Cooper Maserati	72
		Aventador + Typhoon	225	Lancia Flaminia Cinvertible vs		Delta S4 Cesare Fiorio's	72	8CL	24
		Aventador/Murcielago/Diablo	198	Alfa 2600 Spider.	255	Delta S4 ride (Val Savio)	78	8CM + 6CM	82
		Aventador LP760-2 by Oakley	200	Flavia Coupe	17	Delta S4 ECV1	179	8CM	222
		Aventador vs Abarth 595 by	213	Flavia Coupe (Golden Oldie).	123	Delta S4 Martini	210	4CS	54
		Oakley Design	235	Flavia Zagato + Convertible	170	Delta S4 Stradale	222	Bugatti-Maserati (1937)	245
		Aventador LP750-4 SV	235	Fulvia Zagato x 2	19	Delta 40th Anniversary	161	V4 Sport	229
		Aventador S	256	Fulvia Zagato Historic racer	60	Delta 4HF 4WD	169	Eldorado	29
		Aventador Roadster	207	Fulvia Zagato twin test	213	Delta Integrale 8v Team Cars	198	Alfieri Collection (pre Panini)	16
		Huracán LP610-4	222	Fulvia/Abarth/124/Alpine	32	Integrale Special Editions	21	Heritage 450S	26
		Huracán LP610-4	236	Fulvia Spotters' Guide	33	Integrale v Escort Cosworth	15	150S + Maria Luisa IV Boat	234
		Huracán HM680-4 (Oakley)	230	Fulvia Classic Choice	83	Integrale 8v/Nissan Skyline	23	300S (Spa)	110
		Huracán Spyder	242	Fulvia F&M Specials	90	Integrale vs Caterham	44	300S	209
		Huracán Performante	258	Fulvia F&M Specials	232	Integrale Buyers' Guide	49	450S (Recreation)	84
				Fulvia 1.6 HF	92	Integrale/Coupe/131 Abarth	58	450S (Spa)	91
				Fulvia S05	98	Integrale Evos (Modified)	63	Tipo 63	36
				Fulvia 2C (racer)	103	Integrale vs Coupe 16v	68	Tipo 63 (Panini)	102
				Fulvia Zagato Club Racer	115	Integrale 8v, 16v, EVO	93	Tipo 61	89
				Fulvia 1600 HF (Simister)	121	Integrale Track test (Drivedata)	95	Tipo 61 Birdcage Ch.2461	211
				Fulvia V4 Engine Feature	146	Integrale Repsol Group A	105	A6GCM	47
				Fulvia 1.3/124 Coupe/GT Junior	147	Integrale 5 car test (Modded)	127	A6G2000 Zagato	34
				Fulvia Marlboro (Munari)	192	Integrale/Coupe 20vT/147 GTA	164	A6GCS Pininfarina Coupe	49
				Fulvia 1.6 HF Fanalone + integrale		Integrale Buyers' Guide	156	A6GCS	245
				Lancia D50	240	Integrale/Coupe 20vT/GTV6	155	A6G 2000 by Frua	49
				90 Years of Lancia	12	Integrale Group A Martini	182	A6G Frua Coupe	72
				Lambda	11	Integrale Group A Martini	228	A6 1500	63
				Lambda Airway	32	Integrale Martini	212	A6GCS (Blue)	132
				Lambda	53	Integrale 500bhp (Walkers)	217	A6GCS (2053)	211
				Gamma	101	Integrale 3 car test	226	A6G 54 Zagato	202
				Gamma vs Fiat 130	151	Hyena	64	A6G 54 Frua	203
				Gamma 4 car test	189				



A6G 54 Coupe by Frua	230	Quattroporte Series IV Evo	38	GranTurismo Buyers' Guide	249	Gianni Regiani	208	Aguzzoli 1600 Coupe	136
Race Transporter	112	Quattroporte Series IV	124	Grand Tour with QP5 S & GT	150	Agnelli's Cars	210	Arnolt Aston Martin	48
Cegga (Hillclimber)	48	Quattroporte Series V	91	MC Stradale	183	Giorgio Pianta	221	Aston Martin Vanquish Zagato	105
Mistral/250 California Spider	30	Quattroporte Series V (2004)	96	MC Stradale	221	Luigi Chinetti	221	Aston Martin DB2/4 by Ghia	213
Mistral vs AC 428	56	Quattroporte Series V (Yellow)	103	MC Stradale (Lago d'Iseo)	224	Piero Stroppa	248	Autobianchi 500	60
Mistral Coupe	70	Quattroporte V Sport GT	119	GranCabrio	169	Paolo Stanzani	255	Autobianchi	73
Mistral 3.7 Spyder	144	Quattroporte V Sport GT	125	GranCabrio	180			Autobianchi A111	217
Mistral + Speedboat	210	Quattroporte V Auto 2007.	130	GranCabrio Sport	188	<b>CLUB FEATURES</b>		Autobianchi Primula Coup.	254
Sebring	45	Quattroporte V GTS Auto 2008.	140	GranCabrio Sport	194	Fiat Coupe Club UK	151	ATS Allemano Coupe	163
3500GT	43	Quattroporte V + P1 Boats.	142	GranCabrio Sport + Yacht	198	Fiat Coupe Club UK	186	ASA Coupe	209
3500GT Special Body	58	Quattroporte V v QP IV.	256	GranCabrio/GranTurismo S/		Fiat Forum	154	Aznom Codatronca	192
3500GT Replica Body	75	Quattroporte S.	149	Quattroporte GTS	175	Stratos Replica Club	158	Bandini	126
3500GT Spyder Vignale	80	Quattroporte Sport GT S	156	GranCabrio/GranTurismo/MY18	260	Alfa Romeo Owners Club	159	Bassano (Le Mitiche Sport)	86
3500GT Spyder Vignale	167	Quattroporte Sport GT S	172	GranCabrio/GranTurismo S MC		Clubcento	165	Bertone	2
3500GT Spyder Vignale		Quattroporte Bellagio Touring	196	Sportline / GranTurismo S Auto	186	Lancia Motor Club	166	Bertone (Inc Stratos Zero)	92
Collectors' Guide	254	Quattroporte Evo Superstar.	196	Maserati Museum (100years)	224	Fiat 131 3ma	169	Bertone Suagna + GT Cabrio.	121
3500GT	59	Quattroporte VI Launch	204	Maserati Centennial	227	Fiat Strada 130 Club	172	Bertone Mantide.	161
3500GT	99	Quattroporte VI GTS in Venice	214	Maserati Ice Driving	193	Alfa Romeo Giulietta Register	177	Bertone Sale of Collection.	233
3500GT (Giordanelli)	201	Quattroporte VI S	241	Maserati Trofeo 2013	209	Maserati Club	181	Best of Italy Race 2017.	253
3500GT (25CLO)	249	Quattroporte VI MY2018	247	Maserati Trofeo World Series	212	Fiat Punto Sports Club	189	Bianchi S5 Torpedo.	137
5000GT	48	3200GT	27	Ghibli MY2013	211	Fiat X1/9 Club	190	Boneschi	108
5000GT (Variations)	81	3200GT	36	Ghibli MY2014 Group Test	217	Abarthisti	191	Bologna San Luca Hillclimb '06.	116
5000GT (Frua)	85	3200GT vs Porsche C4	48	Ghibli MY2017	253	Fiat Register	192	Bologna San Luca Hillclimb.	123
5000GT (Allemano)	93	3200GT	53	Levante	243	Montecarlo Consortium	197	Bologna San Luca Hillclimb. '07.	142
5000GT (Joe Walsh)	191	3200GT Club Fiorano	59	Levante UK	252	Fiat Dino (The Other Dino)	198	Bologna San Luca Hillclimb. '09.	162
Cooper Maserati T61P	154	3200GT vs Aston Zagato	62	Levante Q4 Ice Dr1ving	255	Club Lancia Sport	200	Bologna San Luca Hillclimb. '10.	176
Khamsin	41	3200GT Buyers' Guide Heywood	140			ISO Club	203	Bologna San Luca Hillclimb. '15.	230
Khamsin Collectors' Guide.	257	3200GT/Gransport Spyder/GT	157	<b>OSCA</b>		Lamborghini Club	206	Bologna Motor Show '15.	231
124 GT Prototype	60	3200GT Buyers' Guide Heywood	162	OSCA 1500S Coupe	41			Bizzarrini 5300GT Strada	55
Simun Prototype	60	3200GT Buyers' Guide Heywood	250	OSCA Story	29	<b>CARROZZERIA</b>		Brooklands Italian Car Day '12	200
Ghibli SS	52	3200GT vs 4200 Gransport	240	OSCA 2500GT	32	Siata	195	Brooklands Italian Car Day	212
Ghibli SS	200	Spyder	64	OSCA MT4	59	Siata	208	Bugatti EB110S vs F40	15
Ghibli v Ferrari Daytona	127	Spyder	69	OSCA Tipo 4	203	Allemano	198	Bugatti EB110SS	107
Ghibli 3 car test new v old	222	4200 Coupe	66	OSCA 1600 Coupe	102	Castanga	199	Bugatti Brabus	37
Ghibli Collectors' Guide.	261	4200 Coupe	71	OSCA V12 F1	257	Bertone	200	Bugatti Dauer	70
Bora	12	4200 Gransport	100			Fissore	202	Bugatti Veyron Oakley Design	243
V8 Engine Feature	152	4200 Gransport	108	<b>PAGANI</b>		Frua	203	BMW M1	92
Bora 4.7	35	4200 Gransport	126	Pagani Zonda C12	38	Vignale	204	Bristol 400 by Pininfarina	207
Bora 4.7 vs 365 Boxer	78	4200 Gransport	220	Pagani Zonda C12/C12S	53	Boano	205	Cavallino Classic 2012	198
Bora v 512 BBi v Pantera.	154	Coupe/Spyder Cambiocorsa	79	Pagani Zonda S 7.3	95	Touring Superleggera	206	Cavallino Classic 2013	209
Bora v 4.7.	194	Coupe/Spyder Ice Driving	105	Pagani Zonda S 7.3 Roadster	104	Zagato	207	Cavallino Classic 2015	232
Merak	33	Spyder Cambiocorsa	94	Pagani Zonda F	115	Ghia	209	Cavallino Classic 2016	245
Merak vs Ferrari 308GT4	50	Spyder (Jodie Kidd)	86	Pagani Zonda R	157	Michelotti	210	Ceirano 150S Tipo Roma	125
Merak vs 308GT4 vs Urraco	149	Coupe Trofeo	84	Pagani Huayra	201	Scaglietti1	211	CFM 750 Sport	218
Merak Turbo Prototype	67	Coupe Trofeo (Monza)	106	Pegaso Z103	34	Farina	212	CNH Basildon	225
Merak vs 246 Dino vs Urraco.	190	Coupe Trofeo (Silverstone)	111	Pegaso Z102	91	Moretti	213	CNH European Tour	238
Kyalami vs Longchamp	64	Gransport Trofeo (Silverstone).	120			OSI	215	Cizeta V16T	21
Karif	90	GS Zagato.	133	<b>THE INFLUENCERS</b>		Pinin Farina	216	Cizeta	49
Indy	68	GT Masterclass 2003	88	Adolfo Orsi	147	Pininfarina	217	Coppa Milano-Sanremo	107
Biturbo Spyder	76	GT Masterclass 2008	154	Brenda Verner	148	Scioneri	218	Circuito di Piacenza	235
Biturbo Spyder	225	90 Years of Maserati	102	Giulio Borsari	149	Francis Lombardi	219	Dallara	20
Biturbo (Heywood)	107	Maserati at Silverflag 2005	104	Valentino Balboni	150	Ermini	220	Diatto Ottovu	133
Biturbo V8 Engine Feature	171	MC12 Stradale	105	Ermano Cozza	151	Motto	221	Edonis Supercar	73
Biturbo (Time Machine)	190	MC12 Corse	141	Stephan Winklemann	152	Vioti	222	Formula Juniors	28
Biturbo Buyers' Guide	251	Maserati MC12 vs Enzo	158	Giorgetto Giugiaro	154	Savio	223	Formula Junior	73
Ghibli Cup GT racer	34	GranTurismo Italy Launch	137	Jack Sears	155	Fantuzzi	224	Formula One Benetton	73
Ghibli GTvs BMW M3	13	GranTurismo (Giordanelli)	144	Chris Rea	156	Boneschi	225	Ford Anglia Torino	141
Ghibli Cup	40	GranTurismo S	146	Ercole Spada	158	Colli	226	Frankfurt Show 2003 (Berry)	87
Ghibli Buyers' Guide	51	GranTurismo S	177	Sergio Scaglietti	159	Sibona & Basano	227	Francis Lombardi 850 GP	231
Ghibli Primatist	65	GranTurismo S Auto	160	Stirling Moss	160	Riva	228	Geneva 2012	196
Barchetta + Parmisan	38	GranTurismo MC	161	Aldo Brovarone	162	Moterosa	229	Ghia Coupes Alfa/Lancia	22
Barchetta (Bone)	42	GranTurismo MC Trofeo	172	Edgardo Michelotti	164	Balbo	230	Giannini Story pt1	45
Barchetta (Bone)	217	GranTurismo MC Trofeo	177	Gianni Rogliatti	165	Ellena	231	Giannini Story pt2	56
Shamal	18	GranTurismo MC Trofeo (Donington		Terry Hoyle	172	Italdesign	232	Giugiaro	87
Shamal	238	2011 race) Giordanelli	188	Tom Tjaarda	173	Giugiaro	234	Gordon Keeble	250
Quattroporte Series I (Antas)	134	GranTurismo MC Trofeo (Silverstone		Franco Zagari	174	Bandini	251	Goodwood Revival 2005	113
Quattroporte Series I	66	2015 race) Giordanelli	230	Eugenio Alzati	175	Scaglione	252	Goodwood Revival 2010	179
Quattroporte Series I	121	GranTurismo Trofeo/Stradale	176	Graham Warner	176	Stanguellini	254	Goodwood Revival 2012	193
Quattroporte by Frua	233	GranTurismo	189	Derek Bell	177			Goodwood Revival 2012	204
Quattroporte Series II	122	GranTurismo Whisky Tour	195	Lincoln Small	180			Goodwood Revival 2013	215
Quattroporte Series III	46	GranTurismo Sport	198	Francesco Stanguellini	182	<b>SPECIAL FEATURES</b>		Goodwood Revival 2015	227
Quattroporte Series III	123	GranTurismo Sport / GranCabrio		Miki Biasion	187	20 Years of Auto Italia	229	Goodwood Revival 2016	253
Quattroporte Series IV v BMW	21	Sport + Monaco Yacht	203	Vittorio Jano	206	AC 378 by Zagato	203	Goodwood FOS 1997	17



Goodwood FOS 2012	199	Monterey 2014.	226	Rally Club Valpantena	210	Tecno PA123 Formula 1	116	Bimota YB11	10
Goodwood FOS 2017	259	Monte Carlo Historique 2006.	119	Renault Dauphine by Alfa	141	Trofeo Balears	82	Bimota 500 VDue	16
Goodwood 75th Members	256	Monte Carlo Historique 2007.	131	Retro Mobile	219	Triumph Italia	178	Cagiva Planet 125	22
Gran Premio Nuvolari	155	Monte Carlo Historique 2009.	157	Retro Mobile 2016	243	TVR by Fissore	78	Ducati 955	10
Harvey Bailey Suspension test	104	Monte Carlo Historique 2010.	178	Retro Mobile 2017	255	Ultima Alfa	123	Ducati ST2	17
Innocenti 950 Spider / Coupe	157	Monte Carlo Historique 2016.	244	Replica P4s	38/51/54	Uniques International Concours	180	Ducati 620	82
Innocenti 186 GT	227	Monte Carlo Historique 2016.	255	Riva Factory Visit	144	Uniques International Concours	206	Ducati 749	82
Intermeccanica Italia	206	Monaco Grand Prix Historique	122	Riva Ferrari 32	242	Villa d'Este Concours	83	Ducati 750	21
Isotta Fraschini P1 Powerboats.	121	Monaco Grand Prix Historique	177	Ruote Borrani	225	Villa d'Este Concours	108	Ducati 800SS	82
Isotta Fraschini P1 Powerboats.	124	Monaco Grand Prix Historique	220	Salon Prive London 2013	214	Villa d'Este Ferraris	109	Ducati 996SP vs Ferrari F40	41
Isotta Fraschini P1 Powerboats.	125	Motor valley	80	Salon Prive Blenheim 2017	261	Villa d'Este Ferraris	122	Ducati MH900 Evo	43
Isotta Fraschini 8A SS.	158	Motor valley 2	84	St James Concours 2013	214	Villa d'Este Ferraris	135	Ducati 996R	66
Italian cars in films.	155	Motor valley 2010	168	Serenissima 538 Jet Coupe	121	Villa d'Este 2006	120	Ducati 999	66
Italdesign Aztec.	163	Motor valley 2014	222	Serenissima F1	140	Villa d'Este 2007	134	Ducati 1000DS	82
Lada Riva Twin Cam	215	Motor Diesel	188	SCAT 22hp	201	Villa d'Este 2008	148	Ducati 1098	128
Le Mitiche Sport Bassano	112	Mostro Scambio Imola 2011	192	Siata 750 Gran Sport	28	Villa d'Este 2009	161	Gilera 500-4	15
Le Mitiche Sport Bassano	213	Museo Nicolis	143	Siata/Fiat 750 Spider Corsa	253	Villa d'Este 2010	174	Husqvarna Nox	70
Le Mitiche Sport Bassano	237	Mugello Historic	146	Siata Sportscars	54	Villa d'Este 2011	187	Laverda Ghost	14
Le Mans Classic 2006	124	Nazzaro Tipo 3	159	Siata Spring	111	Villa d'Este Ferrari 2011	189	Laverda 750S	20
Le Mans Classic 2009	162	Nazzaro Tipo 3 (Sicilian Dream)	239	Siata 1300/1500	114	Villa d'Este Alfa 2012	199	Laverda 1000 SEI	244
Le Mans Classic 2014	224	Nash Healey Roadster	205	Stola Monotipo/Barchetta	25	Villa d'Este 2012	212	Moto Guzzi RS	12
Ligier JS2	236	NSU Sport Prinz	223	Stola Stratos (Concept)	53	Villa d'Este 2014	224	Moto Guzzi Furia	75
LIFE F1 track test	162	OM 665 SMM Superba	224	Stanguellini 1100S	35	Villa d'Este 2015	233	Moto Guzzi 500V8	239
Lincoln Dual-Ghia	214	OSI Ford Taunus 20M	130	Sunbeam Venezia	60	Villa d'Este 2015	238	MV 350-4	11
Marangoni Tyre Test	84	OSI 1200 Spider	216	Sunbeam Venezia	214	Villa d'Este 2016	247	MV Agusta F4	35
Martini Story Pt1	205	OZ Alloy Factory Visit	160	Stabilimenti Farina	101	Val Savioire 2005	103	MV Agusta 750 Brutale	71
Mallorca Classic Rally	184	Padova Show 2005	116	Jowett Jupiter	114	Val Savioire Classic	110	MV Agusta 500-4	133
Minardi (team)	12	Padova Show 2006	129	Silverflag	128	Val Savioire Classic	125	MV Agusta 500-4	240
Minardi Subaru F1	39	Padova Show 2008	142	Silverflag 2006	138	Val Savioire Classic 2008	125	MV Agusta 350-4	242
Monteverdi 375S	71	Padova Show 2009	155	Silverflag 2007	163	Val Camonica 2008	153	Vee Two Desmo Shark	23
Michelotti 132 Flares	81	Padova Show 2010	169	Silverflag 2009	176	Val Camonica Adamello 2012.	194	Piaggio APE Cross	205
Mille Miglia 2006	122	Padova Show 2011	182	Silverflag 2010	190	Val Camonica Adamello.	201	Italian Scooters	246
Mille Miglia 2008	152	Padova Show 2012	193	Silverflag 2011	202	Zagato Bristol	44		
Mitomachina 2006	128	Padova Show 2014	218	Silverflag 2012	213	Zagato Hillman Imp	51		
Moretti 850 Sportiva S1	24	Padova Show 2015	231	Silverflag 2013	225	Zagato Story part 1	53		
Moretti 850 Sportiva S2	54	Padova Show 2016	241	Silverflag 2014	236	Zagato Story part 2	54		
Moretti 850 Sportiva S2	112	Padova Show report	252	Silverflag 2015	250	Zagato 85th Birthday	97		
Moretti 850 Sportiva S2	118	Pendolino Train	131	Silverflag 2016	261	Zagato Mostro	234		
Moretti 750 Tour Du Monde	41	Pininfarina at 75	114	Silverflag 2016	226	Zender 'Progetto Cinque'	22		
Moretti 750 Gran Sport	109	Pininfarina at 80	178	Talacrest	71	Zastava 750 Fiat 600	191		
Moretti Event Switzerland	191	Pininfarina Peugeot 540 Cab	235	Targa Florio (Recreation)	118	<b>ITALIAN BIKES</b>			
Moretti + Dany Brawand	204	P1 Performance Car Club	110	Targa Florio Centenary	123	Alan Cathcart on bikes	30		
Maggiore - Puntograle	31	P1 Performance Car Club	114	Targa Florio Giro di Sicilia	192	Aprilia RSV1000	67		
Modena Tour	79	P1 Performance Car Club	131	Targa Florio In a Fiat 1100 ('11).	206	Aprilia Tuono	72		
Modena Terra di Motori	122	Police Cars	208	Targa Florio Classic 2012	119	Benelli 500-4	19		
Modena Experience	194	Rally Legends 2010	170	Turin: Fiat City	121	Benelli Tornado 900	40		
Modena Experience	204	Rally Legends 2011	183	Tour Auto 2006	128	Bimota DB2R	13		
Monterey 2011.	189	Rally Legends 2012	207	Tecno Lola T290					



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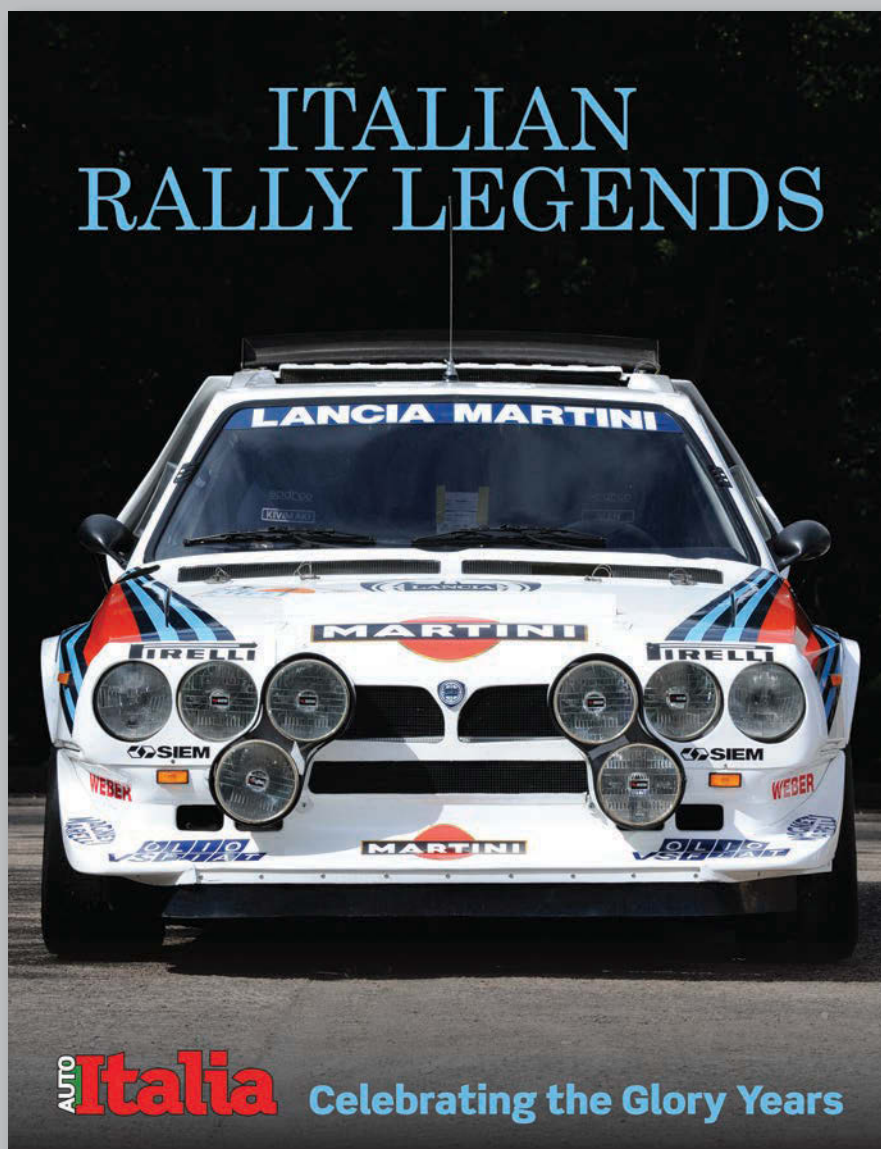
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## CONTENTS

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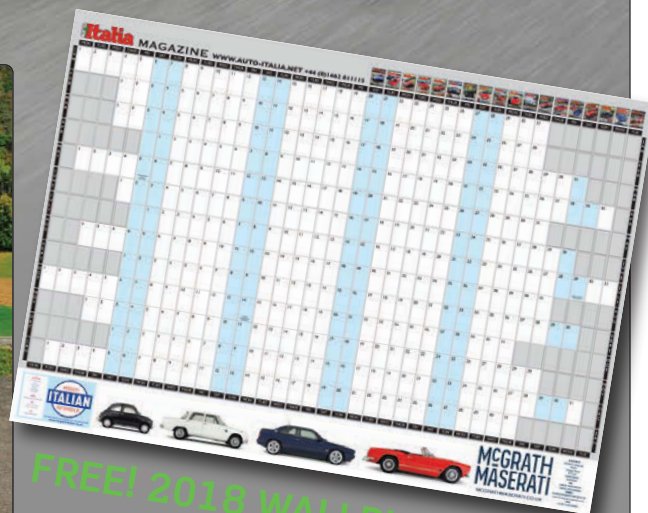
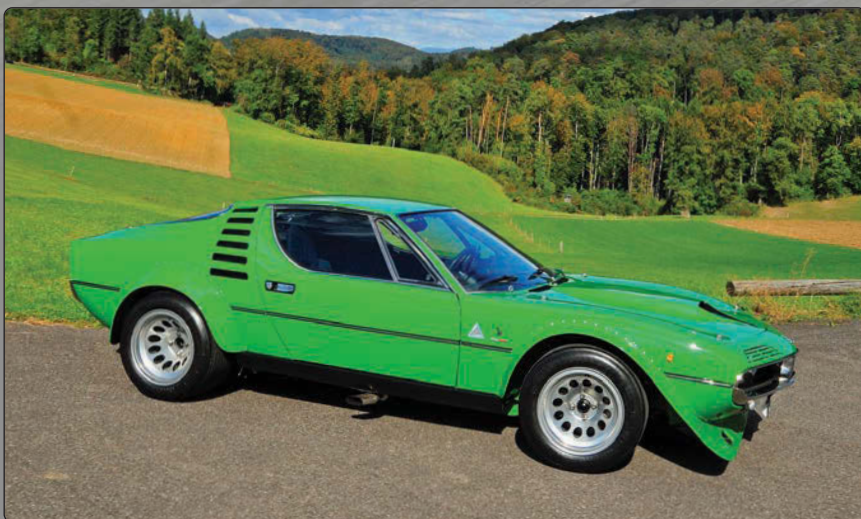
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# OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

## Zanella Erina

Story by Chris Rees



### A little-known neo-classic pastiche based on the Fiat 500

**A**s a sub-class of car, the neo-classic is often viewed by enthusiasts as bit gauche. The idea of throwbacks to veteran and vintage cars sprung up in the USA in the 1950s, more as pastiches than true replicas, and the idea quickly spread across the globe. Most neo-classics deferred to the style of the Belle Epoque era of the 1920s and 1930s, more often than not having very grand dimensions indeed.

Even Italy embraced the neo-classic. The first such Italian car was probably Zagato's Alfa Romeo Gran Sport of 1965, which was made in limited numbers. *Quattroruote* magazine famously

instigated this pastiche of the pre-war Alfa Romeo 6C 1750 using contemporary Giulia Ti parts. Siata also had a stab with the Spring, a quite ghastly, misproportioned vision of an MG TD with a rear-mounted engine from a Fiat 850.

If that was too big a car for you, Vignale launched the Gamine in 1967, a charmingly Lilliputian roadster based on the Fiat 500. Perhaps thinking that this was the next hot potato (it really wasn't – Vignale made no more than 300 Gamines), a company called Auto Carrozzeria Fratelli Zanella produced its own Fiat 500-based neo-classic in 1967: the Erina.

Zanella was based in Parma and run by four brothers: Luigi, Gino, Guido and Giuseppe. Its main business was repairing car bodywork, which it had done since the 1950s. The Erina was a bold, but ultimately misguided, new direction.

In contrast to the Gamine, which was inspired by the

swoopy Fiat 508 Balilla, the Erina had more conventionally old-fashioned lines. Some have suggested it was inspired by the Alfa Romeo 1750 Gran Sport but Zanella itself said that it was not a replica of any particular car, merely evocative of the style of the 1930s.

Mechanically it was based on the Fiat 500F but it was even smaller than the baby Fiat, measuring 2970mm long and 1390mm wide, and weighing a mere 510kg. The 499cc engine and suspension came direct

from the Fiat 500F but there was an extra supporting steel structure for the body. You could either have steel wheels with bright metal trims or old-fashioned wire wheels. Zanella claimed a top speed of 62mph.

Inside, a three-spoke vintage-style wood-rim steering wheel sat lower than the Fiat 500's,

courtesy of a joint on the output of the steering box. The dashboard was made of flat wood and very sparse. The two seats were covered in fake leather, while the weather equipment and tubular frame could, once folded, be stowed behind the seats.

Rather like the Model T Ford, you could have it in any colour you liked, as long as it was red or yellow (both Glasurit paints). However, Zanella did contemplate other colours on special request.

Launched at the 1967 Turin Show, the Zanella Erina entered production in 1968. It was advertised as "the car for the young" and was priced at 925,000 lire (a substantial 400,000 lire more than the Fiat 500). It's not surprising, therefore, that it's believed that a mere seven examples were built in total, and there are few known survivors today. Carrozzeria Zanella closed its doors for good in 1970, the Erina its sole commercial offering.







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### Fiat & Lancia Club of Western Australia

[www.fiatlancia.org.au](http://www.fiatlancia.org.au)

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[www.fiat500club.org.uk](http://www.fiat500club.org.uk)

### Fiat 500 Enthusiasts Club GB

[www.fiat500enthusiasts.co.uk](http://www.fiat500enthusiasts.co.uk)

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[www.sportingfiatsclub.com](http://www.sportingfiatsclub.com)

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### Fiat Forum

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### Fiat Multipla Owners' Club

[www.multiplaowners.co.uk](http://www.multiplaowners.co.uk)

### Fiat Cinquecento & Seicento

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### Fiat X1/9 Owners' Club

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[www.131mirafiori.com](http://www.131mirafiori.com)

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### The Other Dino (Fiat)

[Brian1Boxall@btinternet.com](mailto:Brian1Boxall@btinternet.com)

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### Lancia Montecarlo Consortium

[www.montecarlo.org.uk](http://www.montecarlo.org.uk)

### International Association of Lancia

[www.viva-lancia.com](http://www.viva-lancia.com)

### Club LanciaSport

[www.lanciasport.com](http://www.lanciasport.com)

### Stratos Enthusiasts Club

[www.stratosec.com](http://www.stratosec.com)

### Maserati Club

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### Italian AutoMoto Club

[www.italianAutoMotoClub.co.uk](http://www.italianAutoMotoClub.co.uk)

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### December 2-10

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### 2018

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[www.horshampiazzaitalia.co.uk](http://www.horshampiazzaitalia.co.uk)

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Departure Lounge Café,  
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[www.silverstone.co.uk](http://www.silverstone.co.uk)



### May 5

#### Auto Italia Italian Car Day

Brooklands

[www.auto-italia.net](http://www.auto-italia.net)



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Lake Como, Italy  
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# Lancia Delta integrale: 30 years of glory





# 30 Years of the



Thirty years ago, in 1987, the legendary integrale was born. It was based on the Lancia Delta that had already been around for nine years. Here we trace the integrale's origins via the design genius of Giugiaro to the engineering magic of Cesare Fiorio

Story by Peter Collins  
Images by Michael Ward







Things were bad for Lancia in the mid-1970s. There had been difficulties before for Lancia in 1955 and 1969, but the good guys had ridden over the hill on both occasions to save the damsel in distress in the nick of time. In 1955, the company had been saved by Carlo Pesenti; then in 1969, Fiat saved the day by purchasing Lancia shares for a nominal lira each. Where would Lancia, Alfa Romeo, Maserati and Ferrari be today without Fiat? Perhaps those with Lancia embossed on their souls should not judge Fiat too harshly...

At first, all seemed to be heading in the right direction. The men from Lingotto actually made a sales success of the Fulvia by bringing out several new iterations of the much-loved model before the first new Fiat-Lancia appeared in the shape of the Beta in the early 1970s. But quality problems made it clear, by the middle of the decade, that Lancia's position in the marketplace needed to be strengthened.

As far as Fiat was concerned, the answer was a completely new car to confirm Lancia's image of engineering innovation, excellence and integrity. Fiat saw how Volkswagen's Golf hatchback had revived the German company's fortunes and thought the same process could be applied to Lancia. Fiat called Giorgetto Giugiaro of Italdesign – the man who'd come up with the Golf's radical shape – to wave his magic wand closer to home.

Giugiaro was at the height of his powers at this time, when it was virtually unknown for an outside agent to be called in to design a Lancia. Giugiaro was not particularly happy that the final production Golf fell short of his ideals as far as interior finish and space were concerned. He was keen to rectify these deficiencies with the new Lancia, and in particular had very clear views on what should be the distance from the pedals to the top of the rear seat back.

The initial intention was that the Lancia Delta would be a two-box four-door car with a small boot lid below the rear window, but pressure from Lancia's valuable French market caused Fiat to insist on it being a hatchback. Giugiaro was not happy about this, as the strengthening required in the bodyshell to retain its rigidity would increase weight and lose valuable rear passenger space.

When Giugiaro was asked at the launch of the new Delta whether his design had been seriously influenced by the Golf, he replied that no, he did not think so. If there were similarities with any of his designs, he felt it was the 1973 Asso di Picche (Ace of Clubs) concept. The Delta was the world's first production car to appear with bumpers as an integral part of its bodywork painted in the same colour as the rest of the







car. Almost every manufacturer in the world subsequently adopted this 'colour coding'.

Giugiaro originally envisaged a small luggage area and a back seat that, rather in the style of his later Fiat Panda, could slide forwards and backwards. So, to him, the small boot was not a problem. As early as 1975 this arrangement was seen by Lancia as too expensive to implement. It also requested that an extra 80mm of overhang be incorporated into the rear to enlarge the boot area. This was definitely not on Giugiaro's agenda; he thought that it would do the car's proportions no favours at all.

The solution? Look to the right of the rear door windows and two louvres at the leading edge of the sheet steel mass cleverly disguised the additional length. These stayed right through to the last Evolution 2 integrals of 1994. Lancia also insisted on a reduction in height of the tail-end edge of the roofline by 20mm to suggest a more aerodynamic shape. This was also contrary to Giugiaro's principles of interior space and comfort but he had to acquiesce to the demand. Finally, Lancia required the tailgate to be of a sturdier and more robust design compared to Giugiaro's delicate original proposal and it wanted it to reach right down to the bumper, so he had to redesign the rear light clusters to be vertical, instead of horizontal as originally envisaged.

Fiat's common floorpan rationalisation policy of the late 1970s meant that the new Lancia shared its mid-sized underpinnings with the Fiat Ritmo, although its suspension would differ. Fiat never allowed Giugiaro to see what the Ritmo would look like until it was finally announced to the public but the fact that the Lancia stayed substantially unchanged throughout its 15-year career, while the Fiat was very quickly facelifted, speaks volumes.

The Delta was launched at the 1979 Frankfurt Show and was given the coveted Car of the Year award for 1980. It was initially available as a 1300 and 1500, but only the 1500 came to the UK at first. With 85hp, five speeds and a luxury interior, the new car found friends very quickly. Autocar's first full test described it as "a remarkably pleasing car" and "its refinement... is just about the class leader." John Bolster commented that, "it can be driven hard without disturbing the passengers" and had "excellent roadholding on wet or dry roads."

In 1982 came a booted version, the Prisma. This was not only the first Lancia road car to have a diesel engine but also the first to offer four-wheel drive. Rather than heading for high performance, though, the Prisma 4WD was engineered towards negotiating difficult roads.

But the Turin Show in 1982 showed that Lancia might just have some fire still in its belly with the Delta Turbo 4x4 concept car. This offered the 1585cc Lampredi twin-cam motor with a turbocharger attached, plus a 4WD system developed largely by Italdesign. Ing. Marascotti at N Technology told me that much work was also carried out on the car at the Fiat Experimental Department so there was definitely an air of great future potential and possibility with the Delta if one read between the lines.

1982 was also the year of the first performance Delta when that 1585cc twin-cam was dropped into the hatchback shell as the 1600 GT. This was joined in



## 30 YEARS OF THE LANCIA DELTA INTEGRALE





1983 by a startling turbo version. Lancia had learnt many lessons about turbocharging from its experiences running Beta Montecarlo Turbos in the World Sportscar Championship. The Delta Turbo offered 130hp, 0-60mph in 8.6 seconds and 121mph. The Editor of Sporting Cars was moved to describe it as a “stunningly well-sorted sportscar in true Lancia tradition” while Bill Boddy of Motor Sport said that it “puts a real slice of fun into family-car motoring”.

Fuel injection arrived in 1986, adding 3hp to the GT and 10hp to the Turbo, plus the appellation ‘i.e.’ added to their titles. Catalytic converters forced a marginal drop in performance from 1987 and both models received a facelift in 1991. 1986 was also the year when Lancia revealed the first stirrings of an icon; and circumstances in the world of top-class world rallying played into their hands.

In 1986, Henri Toivonen and Sergio Cresto lost their lives in a Delta S4 rally car in Corsica, in an accident of remarkable ferocity. That led to a knee-jerk outlawing of Group B rally ‘monsters’ from the end of the year. The FIA announced that, as from 1 January 1987, only Group A cars, backed up by showroom-stock Group N cars, would be eligible to contest future World Rally Championships. Lancia management realised that its Delta 4WD was the perfect basis for a rally car.

The Delta HF 4WD had been introduced in May 1986. It took what Cesare Fiorio, Lancia’s team manager, had called Audi’s “agricultural” 4WD transmission a step forward, incorporating not only a Ferguson viscous coupling in the central differential, but also a Torsen

(torque-sensing) diff at the rear.

It was the beginning of a golden age for the Torinese marque. Each year it developed a better version, enabling the public to enjoy ever-more capable versions of these extraordinarily successful cars. In November 1987 came the first of the legendary ‘integrale’ models. This had more power and extended wheelarches to cover the uprated suspension, brakes and wheels. The next step, in 1989, was the HF integrale 16v that applied four-valves-per-cylinder technology to the 1995cc Lampredi twin-cam. The power split between front and rear wheels that had previously been set at 56/44 was now altered to 47/53 for improved driveability.

In 1991 came the integrale Evolution that saw the whole car revamped to ensure it stayed competitive on the special stages, as other manufacturers desperately tried to dislodge Lancia from its pre-eminent position. An Evolution 2 version appeared in 1993 but this was only ever a road car. That’s because Lancia stopped rallying in 1993 to release funds for Alfa Romeo’s racing coffers. By that stage, the Delta had set up a possibly never-to-be-beaten record of six consecutive World Rally Championship wins.

Lancia’s 1993 Delta replacement had no pretensions to motorsport glory. The very last first-generation Deltas were integrale Evolution 2s, built in 1994 by Maggiore at the former Lancia factory in Chivasso. History had gone full circle. The model had lasted 15 years and essentially had never been redesigned; a lasting testament to Giugiaro’s genius. 🇮🇹

*Is there a better representation of the magic of the integrale than two Martini-liveried road and rally cars?*





**Lancia Delta integrale**

By Peter Collins

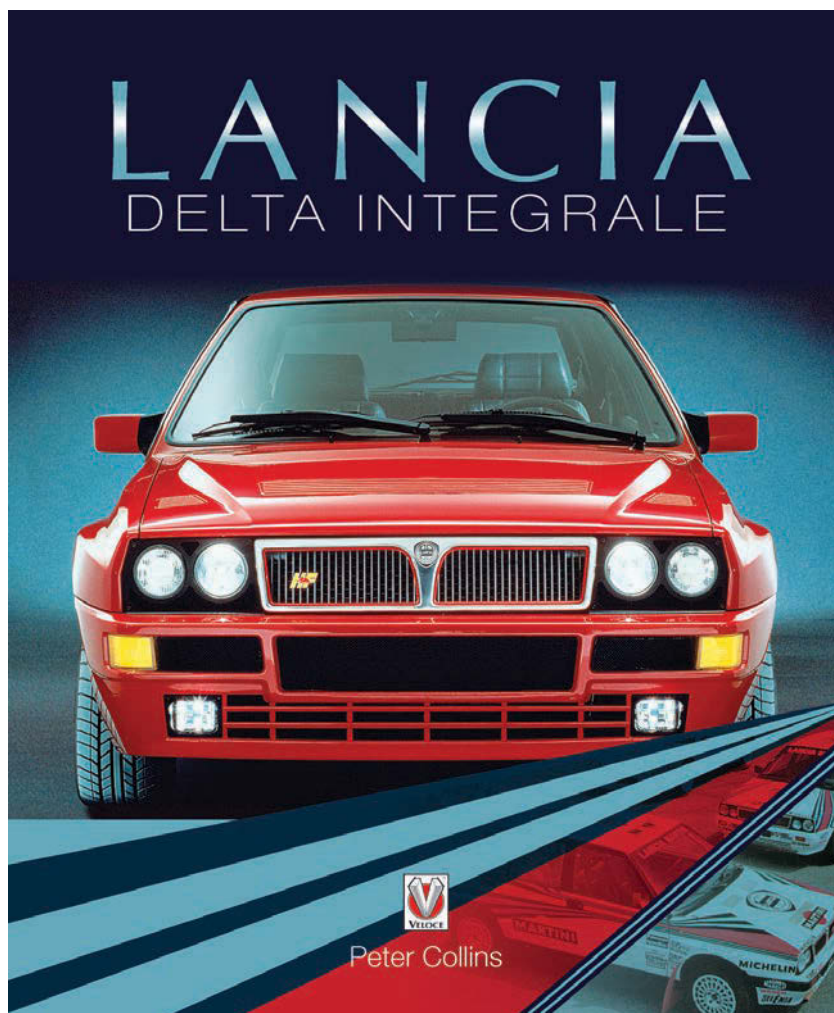
ISBN: 978-1-787110-76-2

Veloce, £35

If you love the integrale and want to know more about it, this brand new, updated edition of the best book on the car, from *Auto Italia* co-founder and current Editor at Large, Peter Collins, is the perfect place to start.

You'll find a full background and history of one of the most successful Italian cars of all time. It documents the birth, development and achievements of the Lancia Delta integrale, both on the road and in the rally stages of the world.

The road car story is brilliantly covered from the earliest days of the Delta hatchback in 1979, through forebears like the HF 4WD, and covering off all versions of the integrale. The desirable special



editions are all described in detail, as are rare one-offs built by the factory, and concept cars based on the Lancia integrale.

It's the integrale's motorsport history, though, which is the most impressive part of the book. Every World Rally Championship event is covered in detail and the story of the development of factory-prepared rally integrales is fully ticked off.

The author travelled to Italy to gain valuable insights from Sergio Limone, Lancia's chief engineer, as well as the late Giorgio Pianta, Lancia's chief test driver, who also wrote the book's foreword.

The road and race car stories are intermingled throughout the book, which does sometimes take a little bit of unravelling for the reader, but since the integrale was conceived as a rally car for which road cars were required to homologate it, this approach is perfectly understandable.

There is also a useful section on buying and driving an integrale today, as well as a purely photographic section on integrales in the current historic race scene. Personality profiles are dotted throughout the book, too, giving valuable background to the people who developed the integrale and made it such a success.

This hardback spans 160 pages, with 170 images reproduced in full colour, many of them original photographs. Overall, this is a superb reference work and a truly fitting tribute to this iconic Italian car.



# All the integrale Model Guide

Your guide to every version of the integrale made by the factory

Story by Chris Rees & Peter Collins  
Images by Peter Collins & Michael Ward



## DELTA HF 4WD

1986-1987

PRODUCTION TOTAL: 5298

OK, it's pre-integrale, but the legend began here. Lancia combined the 165hp 2.0-litre turbo engine from the Delta HF Turbo i.e. with an all-new 4x4 system to create the integrale's forebear, the Delta HF 4WD. Distinguished by its four-headlamp nose, discreet side skirts and 4WD badges, it used a sophisticated Torsen rear diff, combined with a floating front diff and viscous centre coupling, and had a 56/44 front/rear torque split. It was good for 0-60mph in 6.5sec. In many ways, the HF 4WD can be considered something of a stopgap to promote the idea of four-wheel drive.





## DELTA HF INTEGRALE 8V

1987-1989

**PRODUCTION TOTAL: 9841 + 2700 8V CAT CARS**

Lancia decided to develop a new model to satisfy rally homologation rules, which demanded the construction of some 5000 units. The result was the legendary Delta HF integrale (a small 'i' please note), launched at the September 1987 Frankfurt Show.

It addressed the HF 4WD's main issues of cooling and suspension travel with flared wheelarches, a redesigned front bumper and a new grille. The fatter arches allowed for 15-inch wheels place of 14s and wider tyres – and increase the suspension travel – while the redesigned front end helped the turbocharged engine to keep its cool and develop more power. The integrale's crisp styling was down to Giugiaro.

The triple-differential mechanical system was retained. The transversely-mounted engine also kept its eight-valve spec but received a new Garrett T3 turbocharger that helped push the power up to 185bhp at 5300rpm (and as high as 280bhp in full competition spec). The five-speed gearbox was matched to a shorter final drive ratio (3.111:1 versus 2.944:1) to match the larger 6x15 wheels and 195/55 15 tyres. The 8v could blast from 0-60mph in 6.2sec and on to a top speed of 128mph.

## DELTA HF INTEGRALE 16V

1989-1991

**PRODUCTION TOTAL: 12,860**

At the Geneva Salon of 1989, Lancia announced a revised integrale with a 16-valve engine, which produced 200bhp at 5600rpm, along with 220lb ft of torque (slightly down on the 8v's 224lb ft). The 16v engine boasted new con-rods, redesigned valves and seats, new manifolds and an upgraded Garrett T3 turbo with an electronically-controlled wastegate. The 0-60 time was cut by half a second (to 5.7sec) and the top speed rose to 132mph.

The torque split was now 47 per cent front, 53 per cent rear. Visually the 16v model got a bonnet bulge (necessary to clear the new engine) and extra grilles in the spoiler to duct air to the gearbox. New '16v' badging appeared at the front and rear and Lancia fitted larger 7x15 wheels with 205/50 tyres. One new option was ABS, while the suspension got shorter, stiffer springs, larger dampers, more substantial lower front wishbones and a bigger front anti-roll bar. The ZF gearbox was tougher, too.

## INTEGRALE EVOLUZIONE

1991-1992

**PRODUCTION TOTAL: 13,597 (EVO 1 & 2)**

Referred to semi-officially by the factory as the 'Evoluzione', this model is more commonly known as the Evo 1. Introduced in October 1991, it benefited from uprated brakes and revised suspension (stronger arms, uprated springs and dampers, front strut brace, wider track and new rear anti-roll bar). The engine became more potent, boasting 210hp at 5750rpm, and it had a larger exhaust.

The bodywork featured wider but less boxy wheelarches that could accommodate larger wheels and tyres, plus there was a new bonnet, new front end and different side skirts. An adjustable roof spoiler appeared for the first time and there were cabin tweaks, too. Intended as a homologation special for the works assault on the world rally scene, it was nicknamed Deltona (or 'big Delta') and almost 14,000 Evos of all types were made in total.

## INTEGRALE EVOLUZIONE 2

1992-1994

**PRODUCTION TOTAL: SEE EVO 1**

The Evo 2 appeared in December 1992. It was fitted with a catalytic converter, but various upgrades, such as a new ECU and better turbo, overcame the restriction caused by the 'cat', resulting in a power output of 215hp and improved torque.

The sunroof was deleted as all Evo 2s now had air conditioning. The wheels went up one inch in diameter to 16 inches, wrapped in 205/45 rubber. UK-delivered Evo 2s were badged 'Montecarlo' on the rear tailgate, while German market ones had 'Sedici' badging. No question, the Evo 2 is the most desirable standard integrale model, and the most valuable.





## SPECIAL EDITIONS

Several short-run special editions were turned out from the Chivasso factory, all based on Evo 1 and Evo 2 cars. The differences were almost entirely cosmetic. It's a relatively simple job to dress up a standard Evo to look like a special edition, so take care: for instance, rear tailgate badges are available over the counter, so the presence of one alone means nothing.



### VERDE YORK

The Verde York was based on the Evo 1, and is occasionally referred to as the 'World Rally Champion' edition due to the special badge on the tailgate. Painted dark green, it came with 15-inch wheels and a beige leather interior with high-backed front seats. Total production of Evo 1-based cars was 580, of which 470 were 16v cars and the remainder 8v versions for Switzerland. In 1994 another run was produced at the special request of French Lancia dealers, with 16in wheels and catalytic converter. Only 22 such Evo 2-based cars were made.



### GIALLA

The Gialla was based on the Evo 2, so it has 16-inch wheels, no sunroof and air conditioning. The seats were in charcoal Alcantara, the front ones high-backed and with HF badges embossed on the headrests. Altogether, 220 were built. From June to October 1992 a further 295 were built, finished in Gialla Ferrari with either black Alcantara or black leather upholstery. Alessandro Sopetti, a director at Maggiora, commented: "Gialla was called a special edition but in fact it was always available should anyone want one."



## DEALERS COLLECTION

Built in the latter part of 1994, these cars were painted metallic candy red (a Cadillac Allante colour). They were based on the Evo 2, so have 16-inch wheels and high-backed front seats. Interiors were trimmed in tan leather and a footrest was provided for the front passenger. Instead of key/ignition starting, there was a push-button on the dashboard. There was a silver finish for the instruments and steering wheel boss, and a numbered plaque sat beside the gear lever. Altogether, 179 were built with deliveries going to Italy, Belgium, France, Holland, Portugal and Switzerland, the latter with a detuned catalysed engine.

## CLUB ITALIA

The most exclusive and sought-after special edition of all, the Club Italia was based on the Evo 1, therefore it had 15-inch wheels. Only 15 were built for members of Club Italia, all in dark blue with enamelled badges carrying a caricature of a 1958 Pontoon Testa Rossa and the words 'Club Italia' on the front wings. A numbered plaque sat below the gear lever and an additional plaque, carrying the name of the original owner, was affixed under the bonnet. The final car was fitted with hand-operated disabled controls for Clay



Regazzoni, who'd suffered severe leg injuries in a 1977 Grand Prix accident.

The camshaft covers of Club Italia cars are painted blue and yellow, mimicking the Fanaloni Fulvias, and their interiors are trimmed in red leather with high-backed front seats and push-button start. Some cars have 'Club Italia' in white lettering on the rear roof spoiler and on the bonnet, and most have drilled pedals.



## MARTINI 5

This was created to commemorate the fifth World Constructors' Rally Championship won by Martini Lancia in 1991. Based on the Evo 1, it had Alcantara interior trim with red stitching and red seatbelts. Outside, 'Martini stripes' ran the length of the sides and across the bottom of the tailgate, plus a distinctive 'World Rally Champion' rear badge with the number '5'. The roof spoiler was black, as were the grilles on the bonnet. 400 were built.





## BLU LAGOS

Based on the Evo 2, this special edition was basically a short-run colour with the addition of a stripe running the length of the car at waist height. The interior was beige leather with high-backed front seats and a plaque with the original owner's name below the gear lever. Some 205 were built during March and April 1994, 200 for Italy and the remainder for Greece.



## BIANCA PERLATA

Based on the Evo 2, this was painted metallic pearl white, another Cadillac Allante colour, with a thin grey coachline extending the length of the car at waist height, plus 16-inch wheels, high-backed front seats and a blue leather interior, including the steering wheel. A plaque with the original owner's name was fixed below the gear lever. Altogether, 370 were built.

## MARTINI 6

Following the '5', the '6' celebrated Martini Lancia's sixth World Constructors' Championship in 1992. Martini stripes ran down each side of the car and around the middle of the tailgate. Unlike the '5', the stripes point downwards over each wheelarch. The legend 'World Rally Champion' was reproduced on both of the lower sides of the car and across the top of the front bumper. A large Lancia logo was on the roof and the roof spoiler had a 'Martini Racing' decal applied to it. HF decals on each rear pillar were joined by a 'World Rally Champion' badge on the tailgate containing the number '6'.

Inside, a carbonfibre surround fitted around the gear lever, which had a numbered plaque below it, and the seats were finished in light-blue cloth, the fronts being high-backed. The gearchange benefited from Teflon bushes in the linkage and the wheels were painted white. Many people believe these cars to be based on Evo 2s, but they are non-catalysed which technically means they are Evo 1s, just before the 2s came on stream. Some 310 were built.





### FINAL EDITION

Based on the Evo 2, as the name suggests these were amongst the last cars to be built. They were intended for the Japanese market, requested by Garage Italia, the then importers in Tokyo. It's very rare to see them in Europe – beware, there are 'lookalikes' out there.

The suspension was lowered by one inch, using specially made Eibach springs, and in the boot was a rear strut brace. All cars were painted in a slightly different shade of red (from the Fiat Ducato van range!) with yellow/blue/yellow stripes down the length of the car. They had a unique rear 'HF integrale' badge which incorporated the works-style stripe, while the front grille was of black mesh, the bonnet louvres were black and the wheels were part-painted in grey.

Footrests were provided for the front passenger, as was push-button starting. The seats were half-Alcantara, half-fabric. Kevlar surrounded the horn button and the base of the gear lever, the instruments had silver surrounds and the pedals were drilled. Altogether, 250 were built.

Also in Japan, a very few short-run specials were created. The 'Quick Trading Corsa g' was Gialla and had front and rear strut braces, a special dashboard and mirrors and a quick-shift gearchange with shortened lever. The 'Asta integrale' had aftermarket wheels, uprated brakes and suspension and a high-performance exhaust system. The 'Hot integrale' went one step further with engine modifications in addition to the special seats, dashboard and wheels.



### LANCIA CLUB

The shortest run of all the special editions was sold to members of the factory-supported Lancia Club. Only eight were made, divided equally between Blu Lancia and Rosso.

### HI FI

As the name suggests, this edition was made exclusively for members of the Lancia Hi Fi Club (for long-term Lancia owners who had purchased a minimum of seven new Lancias consecutively). Altogether, 25 were built, of which 18 were Blu Lancia and seven Rosso.



### CABRIOLET

Just one intergrale cabriolet was built, for the personal use of the Agnelli family. The two-door bodywork was fashioned out of a standard Evo by a team under the supervision of Rodolfo Gaffino Di Rossi. It incorporated a special Valeo clutch and the bootlid was borrowed from a Prisma.





## ZAGATO HYENA

Artist Nani Tedeschi penned the Hyena two-seater coupe for Andrea Zagato, designing it around integrale underpinnings. Zagato built the first car on an Evo 1 platform, with bodywork in aluminium plus Kevlar for the doors, bumpers and much of the interior. The final result was exhibited at the 1992 Paris Show to rave reviews. The price tag was very high because complete, brand new integrale were stripped down to make them. This car was a sensational performer as its body was smaller and lighter than the integrale Evo on which it was based. Only 25 Hyenas were ever built, despite the initial plan to make 75.





# Rally Memories

Invincible for six consecutive seasons, the Delta integrale remains the most successful WRC car of all time. We celebrate that phenomenal success with a few choice 'inside' stories

Story by Martin Holmes

Images by Martin Holmes & Michael Ward



**T**he raw facts are well known: Lancia's Delta Group A rally car is the most successful WRC car of all time and helped elevate Lancia to become the most successful marque in WRC history. The Delta and integrale won an unprecedented six World Rally Championships in a row from 1987 to 1992, scoring 46 WRC victories on the way. The men behind the wheel won the drivers' championship four times: twice for Juha Kankkunen and twice for Miki Biasion.

So much for the data. What about the stories? We've asked former WRC driver and journalist, Martin Holmes, to come up his behind-the-scenes tales.

Martin trained as a lawyer before becoming a professional rally co-driver, and then a journalist in 1974. Successes included being co-driver to the national British Champion in 1971, plus several WRC placings (including fourth in both Sanremo and Portugal and fifth at the RAC Rally on two occasions). He was official team co-driver with Ford, Toyota, Renault, Skoda, Datsun, Lancia and Vauxhall.

As a journalist, he attended over 500 WRC events from 1973 to date, and personally attended every single WRC event in which the integrale took part. Here he chooses six crucial moments from the Delta's unbelievable story in rallying.





## VICTORY IN AFRICA

Miki Biasion's victory on the 1988 Safari Rally in Kenya was surely the integrale's finest hour. Lancia had been trying to win this legendary event for over 19 years with a wide variety of cars, but on its tenth attempt it succeeded. It was only the integrale's second world championship rally and it still had the eight-valve engine, but was using a six-speed gearbox for the first time. The team took it all very seriously. Biasion had even driven a simulated rally over the full 4200km route, stopping at imaginary controls, spending exactly the correct time at service points. The dress rehearsal went well, but the real rally did not.

On the first leg, he drove 40km with a jammed gearbox; then the turbo broke. Then very heavy rain meant marshals were delayed reaching a time control, forcing crews to rebunch and Biasion lost a lot of the time advantage he had worked hard to gain. Then he hit a zebra, causing worries about the water temperatures and on the final leg he found the route suddenly blocked by a herd of giraffe. He careered through undergrowth and ended up in a small river, which he had to drive down till he could find somewhere to regain the track. Miki went on to win the rally, one of his five WRC victories that year. On the penultimate event of the season, he clinched the first of his two World Drivers' titles.

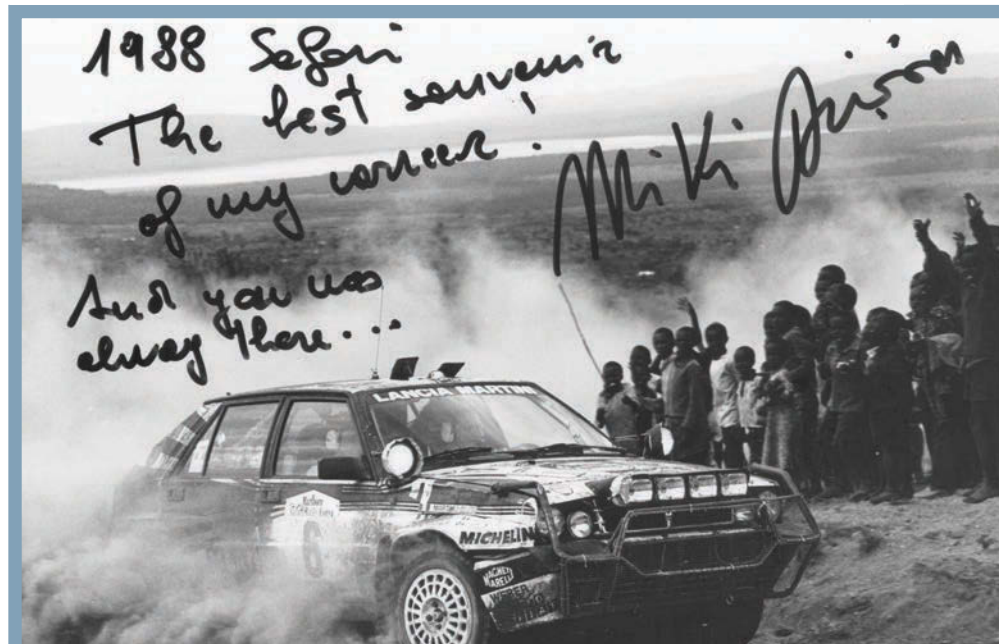
## FIRST DRIVERS' TITLE - KANKKUNEN

Lancia had already won the World Manufacturers' title four times but never the Drivers' series until the Deltas came along. Two drivers became Delta world champions, team newcomer Juha Kankkunen in 1987 and then 1991, and Miki Biasion in 1988 and 1989.

Juha's Lancia career started explosively in Monte Carlo in 1987 in the HF 4WD, when he was ordered to slow down and let team-mate Biasion win the rally. When I interviewed Juha he had been so personally upset he couldn't speak any English – and hardly any Finnish, either!

Life at Lancia did get easier. It clinched the 1987 Manufacturer series three rounds early, but team drivers Biasion, Kankkunen and Markku Alen were all still in the running for the Drivers' title going into the final round in Britain. Biasion was leading on points but Lancia's 'equal opportunities' policy meant he was not entered. On the first day in Britain, Alen and Kankkunen swapped the lead. Alen rolled on the first evening, did the same on the second day and went off the road again on the second night. Kankkunen eased off and won the rally by over three minutes and the title by six points from Biasion. Juha also had his 'moment', misjudging a sudden sharp bend, desperately cutting the bend and bouncing over rocks before regaining the road, without even a puncture.

Even though the exciting integrale was coming along for 1988 to replace the HF 4WD, Juha went to Toyota, returning to Lancia two years later.







### FASTEST INTEGRALE DRIVER – AURIOL

“Sometimes I am just plain unlucky!” is how Didier Auriol summed himself up after he lost his chance to win the World Drivers’ title by retiring from the 1992 Lombard RAC Rally, a shattering end to his season. He was in line for the title some eight stages from the end when a spark plug failed. “Not just any spark plug, it was number three,” he said. “When that one goes wrong, it causes problems all over the engine.”

The next morning I went to his hotel, expecting to be the last person he would want to see. To my amazement he welcomed me. His calm composure was amazing. In 1992 he had won six out of 14 WRC events – a record for a driver who did not win the title that year, beaten only by Marcus Gronholm 14 years later. Didier did achieve the sport’s ultimate honour two years later, but with a different team.

Many reckoned Didier was the fastest Delta driver of all, and also arguably the safest, just twice retiring off the road in his 37 events with the car. In his four years with the team, Didier won 11 WRC events, always in integrales. The 1992 Rally GB was his final event with Lancia, the team with whom he won Corsica three times, and Monte Carlo and Sanremo twice. “What is sure is that the four years with Lancia gave me the chance to prove myself as a driver and they were a happy memory for me!” he recalled – even without winning the title.



### THE MAN FROM SOUTH AMERICA – TRELLES

Gustavo Trelles was special. The son of a Fiat dealer in the Uruguayan town of Minas, he boasted that his first ever rally was in a works car! He got to drive the national team’s Fiat 125 by a series of lucky coincidences. His first competitive drive – aged just 20 – was the country’s premier event, the 19 Capitals Rally, which he led overall until delayed by a fuel pump problem. After gaining countless national titles and twice winning the Codasur regional series, he followed the Argentine Jorge Recalde to Europe. After success in the Spanish Renault Cup, Lancia Spain invited him to drive its national gravel championship car, which was run by Jolly Club. In 1988 and 1990 he was Spanish champion in a Delta S4 and then also in 1992 in an HF integrale ‘Deltona’. From 1991 to 1994, his mixed programme included events as part of Lancia’s parallel Jolly Club WRC team.

The English-speaking Uruguayan journalist Mario Uberti helped me gain insights into life in the close-knit team. My favourite story was from Catalunya in 1991, when Gustavo’s integrale broke its gearbox on a motorway section. The might of the Italian rally industry landed on the busy dual carriageway, disgorging mechanics and spare parts. We saw a motorway full of whirling helicopter blades, revving engines and rushing technicians. In the end he was on his way again. When Lancia stopped rallying, Gustavo drove Group N Mitsubishi, four times winning FIA’s Group N Cup.







## CHAMPION FOR A DAY – HOLMES

The Delta was an amazing part of rallying history. Five different types of Delta were run in the world rally championship (S4, HF 4WD, integrale, integrale 16v and HF integrale), and each of them won first time out. Integrales of various forms won 35 WRC events in the hands of eight different drivers, but there was one driver who never had the chance.

Early in 1992 I was asked if I would go to Turin to test the latest Lancia. It was soon after Monte Carlo when Auriol had scored a victorious debut with the 'Deltona'. Without hesitation, I collected my ticket and headed southwards to the Lombardore kart track, 15km north of the city. It was a splendid winter's morning and there to greet me and other invitees was Philippe Bugalski. He had recently joined the Lancia team for his asphalt driving skills and had come straight from finishing fifth at Monte Carlo. There was also a clean-looking car which had been driven by Kankkunen to third place. Philippe took the car on the track to warm up the fluids and tyres, and invited each visitor to sit as co-driver for three laps. Then the personal moment of truth. In short, I brought the undamaged car in after my three laps driving and went back home to wait for that special phone call, but it never came. Never mind; just for three laps I had shared the magic world of integrale rallying.



## THE END IS HIGH – SAINZ

In the autumn of 1992, one man was in crisis. Carlos Sainz was torn between staying for a fifth season with the now-revamped Toyota team, or accepting an offer to drive with Lancia, albeit through the private Jolly Club team. The problem was his friends at Repsol were changing allegiance from Toyota to the Jolly Club team, while Castrol was moving to Toyota. Crisis. One Sunday evening Carlos rang for my thoughts. I said he should stay with Toyota. "But Jolly Club says everything will be just like before." No chance, it will end in tears. "Lancia has promised that Alfa Romeo or Lamborghini would develop the engines." Promises, only promises! The mainly one-sided conversation went on for over half an hour, and in the end Carlos moved to Jolly Club with Repsol.

It never went well. Crashes in Monte Carlo and then in Portugal; one isolated good result (second in Greece); another crash in Australia; and then exclusion for the team in Sanremo when, after finishing second on the stages, Sainz was excluded for using irregular fuel. The organisers were alerted that something very odd was happening with his car. People noticed – myself included – that the smell when following Sainz's car in the tunnels on the Autostrada dei Fiori was so pungent that their eyes were stinging. After initially sharing the lead on the first stage in Spain, Sainz's car retired with electrical troubles and the team never made it to the final round in Britain. 🇮🇹





# Integral to Life

Italian car specialist Andy Heywood seemingly can't face life without a four-wheel drive Lancia. Here he describes his experiences with Deltas and integrale, coming full circle back to his current glorious 8v

Story by Andy Heywood  
Images by Michael Ward

**B**ack in the mid-1990s, I ran a Delta HF turbo i.e. as my daily car over many spirited miles and absolutely loved it. It did let me down twice, once with a burst fuel pipe and the second time when the turbo seized solid. The former involved recovery, the latter a very long weekend in a suddenly normally aspirated Delta.

Of course, I had always wanted, even yearned for, an integrale but at the time just could not afford one. I did drive a few, including an Evo 1 belonging to a client, which rather spoilt the HF experience for me. The most memorable drive in that car was collecting it late evening from West London and then tagging an Anniversary Countach around the North Circular and on to the A1. There were no cameras back then. The Evo could handle everything the Lamborghini slung at it until the northbound A1M opened up in front of him and he went Cannonball. It was always part of the Delta appeal to me, that this boxy hatchback could keep a supercar real.







On the assumption that it should be cheaper than an actual integrale, I tried to buy a Delta HF 4WD from a crazy man in Essex but our opinions on its condition varied enormously. This was a real eye-opener as to how nasty these cars could be as it had badly-repaired accident damage, rust around the windscreen aperture, wheels pointing in odd directions, oil leaking from every orifice and a blown head gasket. The Alcantara interior was threadbare and the body was a number of different interpretations of red. At this point the car would have only been around 12 years old. I walked away from that somewhat depressed, bought an Alfa 145 Cloverleaf

and concentrated on building my business. Some years later, I finally bought my first integrale almost by chance, taking a Lord Blue Evo 2 in part-exchange for a Maserati. It was a high-mileage car but well maintained and I used it a lot for a couple of years. It had been lowered, which looked good, and the handling was magnificent, but the ride quality was appalling and the lack of suspension compliance did for a couple of wheels on quite shallow potholes. It also subjected the interior fixtures and fittings to a kind of accelerated wear programme and shook itself to pieces on a regular basis. Having said that, the interior quality was never very good, like Lancia didn't know how to use shake-proof washers. But with the high-back Recaro seats trimmed in Alcantara, you could forgive it most things.

Around that time, I had another Maserati customer, a rather matronly-looking lady, who having seen my car, reminisced about an integrale she used to own. "A great car," she said, "especially when you get it on its tippy-toes." I thought this a perfect description of the integrale driving experience. You can drive them quickly, for sure, and have fun; but it's what they do when you drive them really quickly that sets them apart. The trouble is that driving a car that hard inevitably leads to more wear and tear. I became concerned about the tell-tale cracks at the top of the





A-pillar flanges and also the San Andreas fault-line that was beginning to appear on the bulkhead. Repairs were likely to cost more than the car's value at the time, and around then the chance to buy my client's Evo 1 came along and I jumped in.

This was a one-owner car in metallic black with black leather. The mileage was a fraction of the Evo 2's and it was completely standard and immaculate. Even though I had a sneaking suspicion that I wouldn't want to drive this car as hard, I felt that it was the right thing to do and so I sold the Evo 2 to a fellow trader.

And therein began the dichotomy of my integrale ownership. The Evo 1 led a much more cosseted life and was never used as a daily driver. A winter weekend in northern France with a snowy return journey proved how great these cars are to drive, whatever the weather throws at you, but the long-term effects of salt played on my mind. With the market becoming more serious about the integrale, I realised that this car was too good to use; in other words, it was more of a collector's item than a car to thrash down country lanes. And if you can't use it, why keep it? I felt the guilt of not using it so sold the car, but although I did well on the sale and it went to a good home, I almost immediately regretted it.

For a while I persuaded myself that I had 'done' integrals but I only managed one year without one. When I first set eyes on the example featured here, I could not resist it. As an 8v car, it is of course much earlier than either of my previous cars, although actually rarer than the Evos in terms of total







production numbers. But it has the purity of shape that first attracted me to the Delta, that Giugiaro touch which the later cars lost a little. I guess it reminded me of the HF and the 4WD and I was immediately lost in Delta dreams once more, which rendered practical considerations, such as whether I would actually use the car, irrelevant.

That was seven years ago and since then I have driven it a measly 300km. Guilty as charged I'm afraid but there are mitigating circumstances. I decided to carry out an experiment by buying another eight-valve integrale that wasn't in particularly good condition but could be used daily without concern for its deterioration. This way I could preserve the grey car for

the future. Well, my grandmother had a front parlour for best that nobody was ever allowed in and the whole family lived in the back room.

This back room, or 'winter 'Grale' as it became known, was modified with lower suspension, a large exhaust, strut braces and a quickshift gear lever. In one sense the experiment definitely worked because it was great fun to drive. On a winter's day with wet and greasy roads, it would get on its tippy-toes and produce a bit of integrale magic.

The rest of the time, however, it would steam up constantly, the headlights were terrible, the wipers kept breaking and the radio couldn't overcome the noise of the various rattles from the interior. Overall, it











*Andy's grey integrale 8v is in stunning condition. He now views these Lancias as true collectors' cars that can still be enjoyed*

was quite high maintenance, requiring constant attention to keep it alive, even allowing for the fact that I was determined not to be fussy about it.

In the end, I found myself standing next to it in a supermarket car park just before Christmas last year, watching as fuel gushed from a burst fuel pipe. The sense of déjà vu from my old HF was palpable and joined by one of feeling that my life needed to move on from this.

So, the winter 'Grave has gone and what has finally dawned on me is that the world in general has moved on. Lancia Deltas are old cars and should be treated as real collectors' items. They engender an amazing amount of respect from enthusiasts, and not just those of Italian cars. They are always a talking point in petrol stations, for instance, and are the one Lancia that's not immediately associated with rust.

However, the lack of spare parts, especially for the body, means that correct restoration is going to be difficult in the future and therefore preservation of good condition will be paramount. To my mind it matters not which version you buy as long as it is a

good one. While the later cars were certainly a dynamic improvement when new, nowadays you will get more enjoyment from a decent 8v than a bad Evo, for instance.

Alternatively, if buying purely for investment purposes, then a late Evo limited edition with as little mileage as possible is still the best idea, even though the financial entry point is much higher. The collector's market always rewards rarity, after all.

And if that means that no integrale is used as a daily driver and they only cover minimal mileage every year, then so be it. The number of times owners will get to play out their Juha Kankkunen fantasies or just get them onto tippy-toes, as matron said, will be fewer too, but isn't that just the nature of classic cars?

For me, I will keep my grey eight-valve. I haven't used it this year and have no particular plans to do so. But I won't make the mistake of feeling guilty about it this time or feel obliged to sell it. I fully intend to use it at some point but do you know what? If I never do, I will still keep it because it is one of my favourite cars of all time. 🇮🇹





# BUYING GUIDE

## What should you look for when buying an integrale?

Story by Keith Seume  
Images by Michael Ward



**T**he first thing you have to realise about the integrale is that it's a car that begs to be driven hard. As a result, it's not uncommon to see body damage or stress cracks from over-stiff suspension kits.

You can be forgiven for thinking that, being an Italian car from the 1980s, the Delta HF integrale is a rust box. But the good news is, this isn't normally the case. Certainly you need to take a good look round. Rotted boot floors are not uncommon, due to leaking tailgates. Look for signs of blocked sunroof drain holes (all integrale's bar the last of the air-con-equipped Evos came with a sunroof as standard) and take a moment to examine the sills and wheelarches for corrosion. You may also find some rust in the seams round the top of the tailgate opening where three layers of metal are welded together. Check the scuttle below the windscreen, because blocked drainage holes (often caused by careless use of mastic when fitting a new windscreen) result in more corrosion.

The main trouble is that replacement body panels are almost impossible to find new. A few items are being remanufactured, such as sills and rear quarter panels, otherwise you'll have to try and find used panels (tricky) or repair them (pricey).

The interior generally lasts well, but can look a little shabby if uncared for. Check to see that all the gauges work, and that the warning lights come on and go off as they should. 16v models came with an 'emergency' operating warning light which illuminated if there was a problem with the fuel injection system.

The Fiat-derived twin cam motor is generally reliable, as long as it's maintained correctly. It's vital to pay attention to oil and cambelt changes. Modern synthetic oils are recommended to withstand the turbo's high operating temperatures. Look for signs of





exhaust smoke. Blue smoke at idle can indicate turbo failure and a replacement will set you back at least £500. Keep an eye on the oil level, too: hard-driven cars tend to consume a lot of oil.

Running costs may not be as bad as you think. Belt changes are scheduled every 36,000 miles but it's recommended to do it more often – around every 20,000 miles – if you want the engine to last. A belt change will set you back around £400 and a full service £500. Ask to see evidence of the last belt change and also look to see if all the covers have been replaced correctly.

Listen out for clonks and whines from the transmission and drivetrain. The gearbox differential units are generally robust but can be expensive to replace. The gear change should feel light and positive but third gear can be a weak point on hard-driven examples. Listen for rumbling noises which may indicate worn bearings. A heavy clutch pedal, especially on 16v models, indicates the clutch pressure plate is on its way out. A new clutch assembly will set

you back around £500, depending on the model.

Suspension-wise, the weakest link is the front anti-roll bar – specifically, the drop links and their spherical joints on Evos, which need replacing every 5000 miles. Other problem areas include the suspension bushes in general, which can need replacement on an annual basis on well-used examples, but these aren't expensive. Look for signs of leaking dampers and wear in the rear units, which can lead to uneven tyre wear as the geometry gets out of kilter.

As far as the braking system is concerned, for some reason all integrale – especially Evo models – suffer from noisy brakes. Look out for seized rear callipers. Replacement brake parts aren't too pricey, though.

### HOW MUCH?

The entry point for an integrale these days is around the £15,000 mark for an early 8v or 16v car. There's a notable jump up to the desirable Evo models, with prices of at least £35,000 and often well above £50,000 for the best. Special editions are valued most







highly, with rarity pushing prices up as high as £80,000 for some editions.

Originality counts for a lot these days; many cars have been modified over the years, some radically. Most cars for sale tend to be low-mileage, typically around the 40k to 70k mile mark. Higher mileage does dent value, while at the opposite end very low-mile cars have gone for stratospheric sums. All integrale were produced in left-hand drive but a few have been converted to RHD using the steering rack from a Fiat Regata; don't pay a premium for these.

One little thought: pre-integrale HF 4WD cars seem extremely good value – you can still find them for well under £10,000. OK, they're not integrale but they are arguably every bit as rewarding to drive. 🇮🇹



## SAMPLE PRICES

1989 16v, 200k km, £20,000 (Beenhams)  
 1992 Evo 1, Martini livery, 31k miles, £44,994 (Walkers)  
 1993 Evo 2 Blue Lord, 43k miles, £55,995 (Walkers)  
 1994 Blu Lagos, 73k miles, £69,995 (Walkers)

## USEFUL CONTACTS

AE Car, 01825 873000, [www.aecar.co.uk](http://www.aecar.co.uk)  
 Beenham MOT Centre, 0118 971 0186, [www.beenhammotcentre.co.uk](http://www.beenhammotcentre.co.uk)  
 Deltaparts, 01924 359 311, [deltaparts1.wordpress.com](http://deltaparts1.wordpress.com)  
 FC Performance, 07969 165334, [www.fcperformance.co.uk](http://www.fcperformance.co.uk)  
 Scuderia Car Parts, 01784 603102, [www.scuderiacarparts.com](http://www.scuderiacarparts.com)  
 Tanc Barratt, 01299 266355, [www.tancbarratt.co.uk](http://www.tancbarratt.co.uk)  
 Walkers Garage, 01609 777221, [www.walkersgarage.co.uk](http://www.walkersgarage.co.uk)  
 Zagato Lancia, 0207 258 1878, [www.lancia.org.uk](http://www.lancia.org.uk)







# AUTO INTEGRALE

0118 971 0186 [auto-integrale.co.uk](http://auto-integrale.co.uk)



## Lancia Delta Integrale Specialists

Auto Integrale have been specialising in the Lancia marque for over 35 years, predominately the Lancia Integrale. Offering servicing and repairs, modifications, restorations, and rally preparation. For more details please visit our website.

[sales@automoda.net](mailto:sales@automoda.net) - 0118 971 0186

Launching our new online showroom at [automoda.net](http://automoda.net), you can view details on all these cars and many more - including:

- Lancia Integrale Evo 2 - Pearlaro Limited Edition
- Lancia Integrale 16V - Red
- Fiat 500 1966 LHD - White
- Lancia Integrale Evo 1 - Black
- Lancia Integrale 16V 1988 Rally - Martini



Integrale 16v - Hand Painted Martini Livery  
1988 - Huge list of upgrades - Not to be missed



Integrale Evo 2 - Rosso Monza  
Beige Alcantara Interior



Integrale Evo 1 - Verde York  
Limited Edition - Car 332 of 470



Fulvia 1600 HF - Marlboro Livery  
Group 4 Recreation





# ONE STEP BEYOND

Originality may be where it's at these days but the integrale can benefit hugely from upgrades. We track test a highly modded car and ask club members for their tuning tips

Story by Sean Carson  
Images by Michael Ward







**F**ew integrales have ever been so highly modified as this one, built by Steve Smith of Walkers Garage of Northallerton. He says: "I bought the shell from someone's front garden and after many years decided to turn it into a track car – something that could be driven to race events on public roads and then take part on track."

The engine's spec reads like a petrolhead's Christmas list. Smith says the motor's capacity is "increased over standard" but won't divulge exactly what the swept volume is. The level of power he's extracted – up to 500hp – means that all-steel internals were called for, so the crank and connecting rod are forged items. Initially a rather wild cam profile was tried but it reverted to a profile closer to standard to make the engine more tractable.

It's all controlled by a MoTeC M84 ECU with a CDL3 data-logging electronic dash system and an aircraft-grade wiring harness. The technology is extremely specialist, with all manner of temperatures and pressures monitored by the system, including fuel pressure, intake air and exhaust temperature, air/fuel ratio, turbo boost pressure and turbine speed, and gearbox and differential temperatures – the latter activates a switched oil pump, so once the transmission fluid gets beyond a certain temperature, it turns on an electronically controlled cooling pump. Unusually it's been mapped for low-grade fuel for a South American client.

With a special air filter rated to 600hp, a larger Garrett T35 turbocharger featuring an electronically

controlled external wastegate, and a custom three-inch exhaust system taking care of the breathing, the torque produced is fantastic.

This fire-breathing monster is capable of 500hp (at the wheels) at full 1.9bar boost but for our test it's been dialled down to 0.9bar of boost so it's running "between 300hp and 400hp," says Steve. Even so, it's more than enough to excite all four wheels a cold day such as our test.

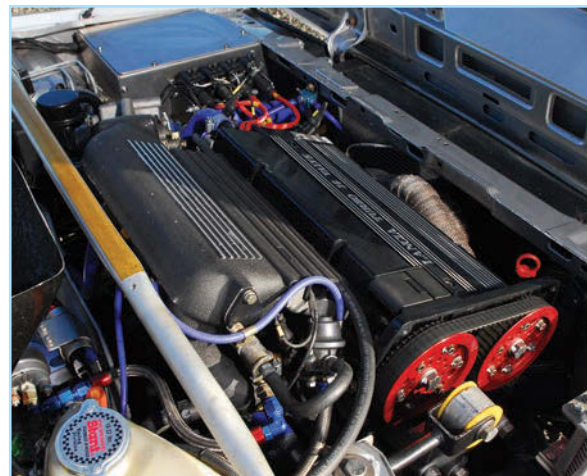
## TRACK TEST

The car feels modern and fresh as soon as it starts rolling, and the great reserves of motive force coupled to crisp throttle response immediately inspires confidence. And so does the steering.

Smith has fitted a quick steering rack and, coupled to Walkers' bespoke lower wishbones at the front – complete with caster angle adjustment – and a stronger, custom-built T45 steel rear suspension carrier, the system gives incredible feedback to the helm.

The steering is only lightly assisted and has the perfect amount of weight. The Lancia turns in with alacrity but there's a certain approach needed to extract the integrale's true performance. There's a whiff of mid-corner understeer if you're not confident with the throttle and a surfeit of corner-exit oversteer if you're a little too over-zealous with your right foot.

Dutch suspension company ProFlex takes care of the all-round MacPherson strut suspension system's damping. The geometry is adjustable for ride height





and camber, while the dampers are fully adjustable – but today we're leaving them well alone. The suspension gives a very controlled feel, even when the oil in the dampers is cold. "The rear springs are 20% stiffer than you might usually find on a similarly prepared Delta," says Smith.

Enter into a bend too hot and the nose will scrub wide, all telegraphed to the driver with a welcome degree of analogue detail. Pick up the throttle a touch from the apex – even with the correct entry speed – and the front end will want to do the same. You have to drive this integrale from the rear.

Brake late and hard, and turn in while still on the middle pedal to put more weight on the front and unload the rear – from here you've got to get the diffs hooked up, so use a good chunk of throttle and gently slide the car through the bend. This is how the car begs to be driven and it's the quickest way by far. When you nail it, it feels intuitive, balanced and totally manageable. The trick is learning to push through that zone of initial understeer on the throttle to find that physics-defying four-wheel drive traction away from the apex.

It might be heavily turbocharged, but there's minimal lag. The car delivers a solid wall of torque from idle to around 4500rpm, but from there it just boosts even harder. It's ferocious. Pick up the throttle in the heart of the mid-range and it'll light the rear tyres up at will, revving on to its 7500rpm limiter with true Italian zeal. It still delivers its power in a very linear fashion, though.

Streaking down the back straight at Blyton circuit, I can't resist trying the flat-shifter system on the Bacci five-speed sequential transmission. It's a dog gearbox, so needs a good firm pull on the lever to engage the next ratio. It's addictive, with minimal delay as the box swaps ratios, your foot pinned to the bulkhead the whole time.

I'm using the clutch for the majority of gear changes today, though. It's still a real event shifting through the 'box – it immerses you in the whole competition-spec rally car experience.

As we approach the braking zone – a tight 90-degree left-hander – I'm glad of the reassuringly strong brakes. The bespoke four-piston Alcon callipers and large diameter grooved and vented discs provide immense stopping power. Initial bite isn't all that intense, but squeeze the brake pedal harder, putting more heat into the discs and pads, and the retardation levels ramp right up, hauling the 1255kg Delta down with real violence. I can feel the front wheels just locking over the undulations on the run up to the turn, the tyres chirruping away in protest. But the Delta scrubs off its speed with great stability and surprising aggression – to the point where I'm glad I did the six-point harness up bladder-squeezingly, lung-crushingly tight.

This is the most fun car I think I've ever driven. From the way it makes its power to the way it handles, the way it finds traction to the way it sheds speed on the brakes, the Walkers Delta feels like a thoroughly modern car – a true 21st century integrale. 🇮🇹







*This beast proves just how tunable the integrale is, with up to 500hp available at peak boost*



## 15 TOP TUNING TIPS FROM CLUB LANCIA SPORT

We asked Club LanciaSport members to compile a list of their most useful, worthwhile and popular mods. Here are 15 top tips from the Club.

1. Move the intercooler to a forward position to allow a straight run into the turbo.
2. Fit a larger cone air filter.
3. Replace the fuel pump with an uprated version and rewire a new relay circuit for the pump.
4. Upgrade to a full three-inch diameter exhaust system.
5. Fit a four-branch Holzer replica equal-length exhaust manifold.
6. Swap the turbo for an uprated one (such as a hybrid roller bearing turbo).
7. Go for an uprated EPROM/remap.
8. Fit a standalone boost computer.
9. Change the flywheel for a lightened aluminium one and fit an uprated clutch.
10. Uprate the suspension to coilover dampers.
11. Change the suspension bushing to polybushes all round.
12. Fit 17-inch wheels, which will give space to fit larger brake callipers and discs (such as Brembo or AP Racing).
13. Consider more aggressive camshafts.
14. Replace the injectors with higher-capacity ones to cope with bigger inlet.
15. Rewire the headlights via a relay so that the switching current only operates a relay to provide power for the lights, resulting in brighter headlights.





# The Holy 'Grale

What's it like owning, driving and modifying an integrale?  
We ask four owners from Club LanciaSport – and climb  
aboard their cars for a quick spin

Story by Tim Pitt  
Images by Michael Ward



Every car has its fans – even the Morris Ital has an owners' club, for goodness' sake – yet few inspire such a fanatical following as the Delta integrale. Today Lancia may be a shadow of its former self, but its upstart hot hatch has matured from cult hero to blue-chip classic.

It started with rally aficionados, who watched in awe as Martini-liveried integrales romped to six consecutive World Rally Championship titles. For a project that was initially a stopgap answer to the Group B ban, the integrale became an unmitigated triumph.

Then came the car journalists, who lavished the roadgoing version with effusive praise. Writing in *Car* magazine, the

late Russell Bulgin remarked: "Lancia took the humble Delta and infused it with hormones and steroids so it became less a mere car, more The Incredible Hulk, and peevied with it. [It] transcended its origins and became a serious performance car."

*Motor Sport* magazine used a similar analogy, saying: "the agile and rapid HF 4x4 has turned into an automotive Clark Kent – a supercar in plain clothes."

Lastly, and most importantly, there are the owners – the integralisti – who recognise the Delta as a rather different kind of Italian exotic. We've gathered four of them here at Bruntingthorpe Aerodrome, all members of Club LanciaSport, with the promise of bacon butties, integrale chat and some track time. Which would you drive first?









**LANCIA INTEGRALE 8V**

**TOM MALLON, CHESTER**



#### **Why the integrale?**

I enjoy tinkering with cars, and the integrale is easy to work on and modify. It's also better built than I expected – you can see why it was so successful in racing. I bought mine in March 2017 and never plan to sell it. It gets such a good reaction from people. I've got pretty eclectic taste: the Lancia joins an Abarth 500 and a BMW 7 Series on my driveway.

#### **Tell us about your car**

It's an Italian import – shipped to the UK in the 1990s and now with 124,000km (77,000 miles) on the clock. The engine is standard except for a Forge intercooler, Pipercross cone air filter, full Scara73 exhaust and Turbo Technics recirculating

dump valve. It also has the Lancia short-shift kit from the Evo 2 Final Edition, which I bought from Walkers.

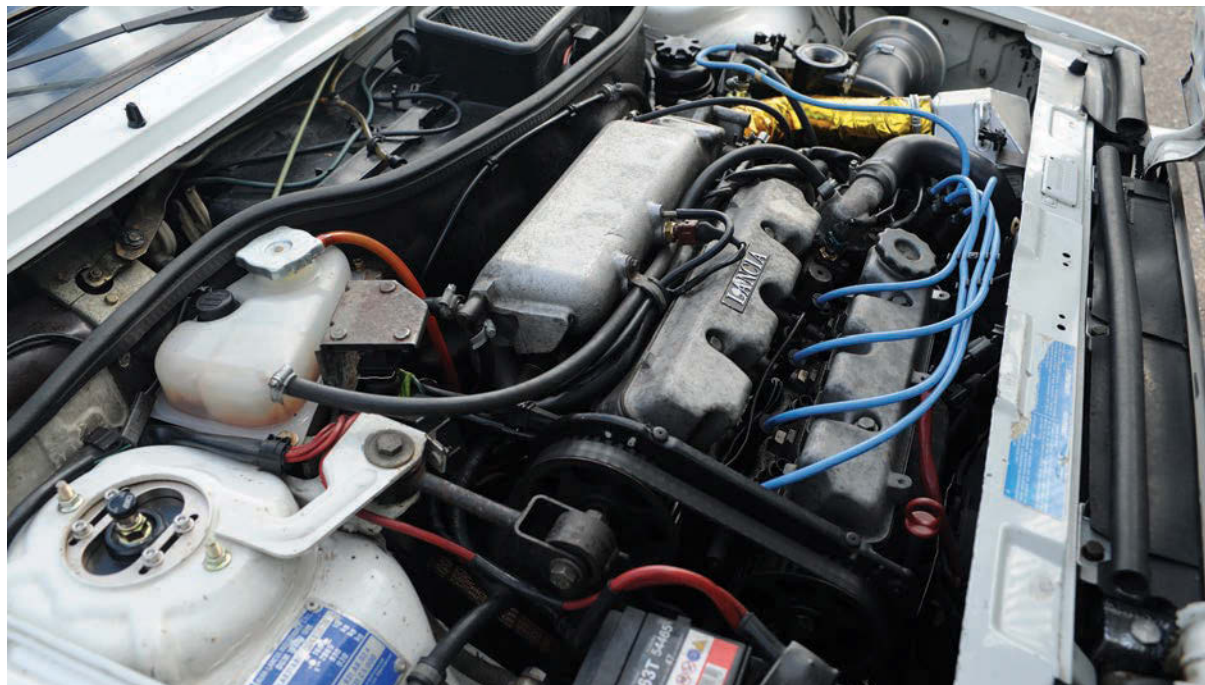
Underneath, I've tightened things up with BC coilover suspension and Powerflex polycarbonate bushes. One of the most expensive parts I bought was a stainless steel tubular diff cradle, also from Walkers. That was about £800.

#### **Any tips for integrale owners?**

It's worth keeping a tube of superglue and a roll of duct tape in the boot. And you might want earplugs for longer journeys – especially with an aftermarket exhaust. There are many jobs you can do yourself, although parts aren't cheap.







**1995 INTEGRALE EVO 2**  
**MIKE BAILLON, CWMBRAN**

## Why the integrale?

I've always had Italian cars: mostly Fiats and Alfa Romeos. I owned a yellow integrale Evo 2 before (N19 EVO), but swapped it for a Ferrari Mondial T; I needed to get the Ferrari thing out of my system. I immediately regretted selling the Lancia, though – it's the only car I can remember being driven away. A few years later, I

unsuccessfully tried to track it down, but this car (N22 EVO) came up for sale in Northern Ireland. I bought it, drove it home to Wales and we've done three trips to Le Mans since. Taking an integrale to a motorsport event is like turning up with Madonna – people love it.

## Tell us about your car

The car had been resprayed a paler yellow (similar to a



Citroen colour), but I've just had it returned to the original Giallo Ginestra. It's one of 220 integrale in that shade. A Bartoli exhaust is the only modification. I may invest in some paint protection film, although I'm told the car is difficult to wrap because of its angular bodywork. I've got an Alfa 4C coupe as my daily driver, so the Delta is reserved for special occasions. I did around 1500 miles last year.

**Any tips for integrale owners?**

I highly recommend Davies Motor Company in Cardiff for bodywork. They normally deal with Aston Martins and Bentleys, but they did a superb job on my Delta. Every nut and bolt was cleaned or replaced. You can't buy original windscreens any more, but I sourced a reproduction – with the correct tint – from Tanc Barrett. Auto Integrale in Reading has also been very helpful.







**1994 INTEGRALE EVO 2**

**JAMES NICKLIN**



## Why the integrale?

We're a Lancia family: I've had several of them, including a Y10 Turbo, and my dad had a Thema. The integrale is my dream car.

## Tell us about your car

This is a Japanese import, but I've been returning it to European spec, with equal-size headlights, circular side repeaters and so on. There are a few modifications: a stage one chip, stainless steel exhaust, Elephant short-shift kit, Bailey dump valve and FE springs (official Lancia spec, but made by Eibach). I've also fitted a Momo steering wheel with a gomm deep dish to improve the driving position. The car has been rolling roaded at 270hp. I've had a few reliability issues since it was tuned, and recently had the cylinder head reconditioned.

## Any tips for integrale owners?

It's a more economical car than you might think: I get around 25-28mpg on average. Walkers Garage in North Yorkshire is my go-to place for maintenance and parts.







## 1995 INTEGRALE EVO 2

DAVE BOORER

### Why the integrale?

I used to own an Opel Manta i240 – another homologation special. I took it to a track day at Castle Combe with the Group B Car Club and got completely blown away by an integrale. That was in about 1991 and I've wanted one ever since. At times it felt like prices were going up faster than I could save, but I finally bought this Evo 2 last October.

### Tell us about your car

The car was imported from Japan by Westland Autos in Swindon. It's done 37,000 miles and still has the original protective plastic over the carpets and Alcantara door cards. The spec is standard apart from the black-painted vents on the bonnet. I'm tempted to get it chipped for drivability – it's a bit jumpy in traffic. I wouldn't go any higher than 250hp, though, with reliability in mind. I spend a lot of time cleaning it; my neighbours say I'll polish the car away.

### Any tips for integrale owners?

It's worth covering the engine when you wash the car to prevent water ingress issues. Just remember to remove the cover before you start the car! Also, insurance isn't as expensive as you might think: I pay £360 fully comprehensive, with an agreed value of £50,000.





## DRIVING A CHILDHOOD HERO

**L**ike many petrolheads who grew up in the 1980s, I immersed myself in the prevailing culture of hot hatchbacks. While friends chatted up girls, I daydreamed about GTIs, RS Turbos, go-faster stripes and oversized alloys. Whisper it, but I even bought Max Power magazine a few times (*you're fired* – Ed). Many rate the Peugeot 205 GTI as the greatest hot hatch of the era but, for me, the integrale was always top dog – far quicker and much rarer than the Peugeot. And it looked, let's face it, way cooler.

Fast-forward three decades and the geeky petrolhead is a (still-geeky) car journalist – and enjoying the second golden age of the hot hatch. Contemporary contenders such as the Ford Focus RS, Mercedes-Benz AMG A 45 and Volkswagen Golf R are faster and, ultimately, more capable than the 'Gale, but they follow the Lancia's compact, turbocharged, four-wheel drive formula. And, try as they might, they're still not as cool as the Lancia legend.

However, meeting your heroes is a dangerous game, so it's with some trepidation that I clamber into Tom's 1987 8v. The driving position is old-school Italian – legs bent and arms outstretched – but the Momo wheel is wonderfully tactile and the shapely Alcantara seats grip like chamois leather on a wet windscreen. The yellow-on-black Veglia dials, including that top-dead-centre turbo boost gauge, look fantastic, too.


The engine fires with a brusque bark and we're blatting up the Bruntingthorpe runway, the turbo kicking in at 3000rpm with an unruly shove. Despite a modest 185hp (scarcely more than a new Abarth 695), the 8v still feels quick – helped, no doubt, by its

modest 1267kg kerb weight. And it sounds lovely: a boisterous cacophony of engine growl, exhaust burble and turbo whoosh.

It's around corners where the car really belies its age, though. It feels utterly planted, with body roll tightly reined in and huge traction as you accelerate away. You can take laughable liberties with entry speeds and steering inputs and the integrale stays neutral: it's as tenacious as a pit bull with its favourite frisbee.

Swollen in both appearance and performance, the Evo 2 feels the same again plus 20 per cent. Power output climbs to 215hp and there's noticeably less lag from the smaller Garrett turbo, along with even more cornering grip from the wider 205/45 R16 tyres (195/50 R15s on the 8v). I'd like to say I felt the added downforce of the Evo's adjustable rear spoiler – raised to a near-vertical 88 degrees on Dave's car – but even on the long straight, extra wind noise was the only obvious side-effect.

Lastly, it's my turn to drive James's modified Evo 2. With a Stage One chip and boost upped to 1.2bar, it's noticeably quicker again: enough to keep today's 300hp hatches honest, I reckon. A short-shift kit means you can bang through the gears like Juha Kankkunen, every change soundtracked by the gulps and gasps of an aftermarket dump valve. After several all-too-brief laps, I'm done.

An original Audi quattro may match the Delta's all-weather pace, but it can't compete for feedback and fun. And that other 1980s homologation hero, the E30 BMW M3, is a slower machine in the hands of all but the most talented drivers. As for the Peugeot 205 GTI, it's just not in the same league – even if prices seemingly now are. 30 years on, the integrale is still top dog. 



Club LanciaSport is a great resource for integrale owners and enthusiasts. The website has a lively free-to-use forum, along with classified ads for cars and parts. Lifetime membership costs £30, which gives you access to club-specific track days and discounted tickets for other events. [www.lanciasport.com](http://www.lanciasport.com)





# Why I Hate the integrale

Why is Steve Berry so miffed about the integrale?  
Does he really detest the Delta? We'll let him explain...

Story by Steve Berry  
Images by Michael Ward







I hate the Delta integrale. Not the original 1979 front-wheel drive, transverse four-cylinder Lancia Delta – a blameless VW Golf-a-like with unpretentious lines penned by Giugiaro, a five-door family car that represented a whole-lotta-Lancia for your lire and was rewarded with, lest we forget it, the European Car of the Year award.

No, it's the fat-arched, turbocharged, all-wheel drive incarnation that I've taken against. And I hate it because its iconic status means that a mainstream British motoring publication recently published a list of the '10 Greatest Lancias Of All Time' and left out the Lambda. OK, so it had the world's first load-bearing unitary body. And I suppose that the shock absorbers were pretty damn forward-thinking for the 1920s. And yeah, I'll give you that the independent suspension was quite clever. And yes, all right, four-wheel brakes were pretty revolutionary for the time. But come on, what has the Lancia Lambda ever done for us, eh?

Have you ever heard of the musician Bobby McFerrin? Yeah, course you have – he's the 'Don't Worry, Be Happy' bloke. But did you know that he conducts





symphony orchestras and has won an Emmy and ten Grammys? Possibly not. The integrale is the only Lancia most British people have actually heard of; it's their 'Don't Worry, Be Happy.' And that's why I hate it.

OK, I don't actually hate the integrale. That would be beyond stupid, it's a fabulous motor car – just about everything I like in a car. It looks great, it's bursting with character, it's at the same time incredibly easy and fantastically rewarding to drive and it's ridiculously easy to live with. Oh, and there's that sticker in the rear window, you know the one with the laurel wreath and the '87-88-89-90-91-92. World Rally Champion. Lancia.'

I also happen to believe that the original 8v integrale incarnation has much to recommend it and is, in some ways, a better proposition than the Evo 2. I do acknowledge, though, that here was that rare thing: a

car that got incrementally and appreciable better – instead of just faster and more powerful – as it got older.

Dammit, they're all wonderful cars. In fact, an integrale automatically goes first on any kind of 'Dream Garage' list I'm asked to submit. Being asked to write for this retrospective made me think hard for the first time in a long time about why. And I think I've boiled it down to three things, or as The Internet would say: "Three Jaw-Dropping Facts About The Lancia Integrale."

First, those six back-to-back World Rally Championships. Win on Sunday, Sell On Monday? Well, yes – sometimes. I mean, did I enjoy watching 'Aussie' Mick Doohan dominate the 500cc Motor Cycle World Championship in the 1990s? Yes, I did. But did it make me want to buy a Honda? No, because Mick's brutally

*Steve says he 'hates' the integrale – what he actually meant to say was that he loves it...*



#### **INTEGRALE 16V**

*Few 16-valve cars are as original or in as beautiful condition as this 1989 16v integrale in Monza Red with grey suede/cloth interior. It still has its original invoice and has only done 32,000km from new. It was once part of the Patrick Collection*









fast big-bang race bike was a 200hp V4 two-stroke. He was the only man alive that could stay on the thing and Honda wouldn't or couldn't sell me one like it. So I rode a Ducati four-stroke L-twin with desmodromic valves housed in a steel tube trellis frame that looked, sounded and was, to all intents and purposes, the bike that King Carl Fogarty rode to four World Superbike titles.

Don't get me wrong, I'm as big a Group B obsessive as any bobbled-hatted bloke you might stand next to at night in the Kielder Forest. The fire-breathing Group B Delta S4 inspires shock and awe. I was lined up behind an S4 at the Best of Italy Race in Castell'Arquato recently and it didn't so much launch

as explode off the start line. Nought to sixty miles per hour in a smidgeon over two seconds – on dirt. Now there's a Top Trump stat I'm never going to forget.

But, well, the Group B Lancia Delta bore about as much resemblance to the road cars as something you buy for 400 baht on the beach in Pattaya does to a superlative chronometer certified in Switzerland. Group B was a wonderfully surreal episode in the history of motor racing, as detached from the real world as anything in the imagination of Lewis Carroll. But it had to have its head chopped off and rallying was reluctantly dragged back up through the rabbit hole so we could get real world cars that were the same species as WRC racers.

*If Steve has a beef with the integrale, it's that it displaces other Lancias out of the limelight*





## INTEGRALE EVO 1

*Belonging to Steve Harper, this 1992 Evo 1 is in an interesting burgundy shade called 'Winner Red'. It's a genuine UK car, sold new in 1992 by Walkers Garage*



Second, it's how an integrale feels to drive. Other cars are faster, although generally they need more, lots more horsepower or the engine sticking where the back seats should be. Few cars are more enjoyable, more involving, more complete. Don't drive it like a rally car on the road, though. Forget Barry Lee\*, think Bruce Lee. When presented with an empty stretch of properly twisty tarmac of indeterminate quality (i.e. a typical British B-road), the trick is to let it flow. Don't be bullying this car, it's a piece of precision equipment. It's a Lancia. Use the capable five-speed cog-swapper to keep the turbo-booster motor exactly where it wants to be. Stay off the brakes and exploit the fully independent suspension and – almost as importantly – let the trio of differentials distribute the torque in the best way they see fit.

In the same way that I've come to fervently believe that anything more than 100hp in a road-







**INTEGRALE EVO 2**  
Recently sold by Walkers Garage is this superb 1993 Lancia Evo 2. In yellow with Black Alcantara trim, it's done fewer than 75,000 miles and is in truly outstanding condition. It's an unmolested car which has been in the UK since early 1997

going motorcycle is detrimentally excessive, I think that 250hp is all you need in a car that you want to drive for pleasure alone. Millennials would call the integrale an analogue experience, something really tactile and tangible, before computers reduced everything in life to zeros and ones.

Third, practicality. I'll bet that no one is mentioning this. The integrale has five doors and a hatchback. There are days when the only people awake to drive an old car are you and the bloke who makes the Petrolicious videos. (They're always architects, the owners, aren't they? Or chair designers. Do we need another chair?) And there are days when you have to collect three bags of builders' sand, two kids, an old non-bendy person and a large slobbering Labrador with a bad leg. Only one of those days is a Stratos, Spider or Sprint Speciale day. Every day is an integrale day.

The irony? Well, that's it's not those six consecutive World Rally Championships, it's not how brilliant it is to

drive on the road and its not the real world usability that makes this F40 for the everyman. It's video games. And it's a generational thing. How old were you in 1994? I was 30, married with three kids and would lie awake at night worrying about lawn blight. I was therefore unlikely to find myself within the epilepsy-inducing neon interior of an amusement arcade, hastily stuffing 50p pieces into Sega Rally Championship. The presence of Juha Kankkunen's Delta HF integrale in what has become the best-loved racing game of all time was a last-minute stroke of genius by the Japanese games goliath. Originally the other car was, until very late in the day, going to be A N Other Toyota.

Since then the 'Grale has featured in over 60 racing games, including the latest gob-smackingly gorgeous versions of both *Forza* and *Gran Turismo* (interesting, isn't it, that the two best-selling car games of all time both have Italian names?). Or you can look at the money. An integrale with issues will still cost you





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north of £10k, a really good one clocks in above the £40k mark. And yet, look at the prices of the car that retired the 'Gale: the blown boxer-engined Subaru Impreza, the Larry Holmes to Muhammad Ali, if you will. Well, it's a different story entirely: fixer-uppers start at a grand and you can get a minter for under £5k. But then you'd still be driving a Subaru, when you could be driving an icon. 🇮🇹

\* Barry 'Leapy' Lee raced in autocross, rally cross and three times in the Paris-Dakar Rally. He started out on the dirt ovals in the east of England and was known for his all-action 'uncompromising' approach.

#### INTEGRALE EVO 2 BLU LAGOS

This stunning 1994 integrale is one of the rare Blu Lagos special editions. It's got 73,200 miles on the clock and is described by its vendor, Walkers Garage, as "collector standard." It has very complete provenance, being a two-owner from new car (and one UK owner since 1997, when it was originally supplied by Walkers Garage) and has a full service history. It's completely standard but is the only known Evo 2 to be supplied with cream leather upholstery. Walkers says: "This is probably the last opportunity we'll ever get to supply a Blu Lagos of this provenance." It's up for sale at £69,995









  
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